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SECRETARY OF THE AIR FORCE**



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Flying Operations

HH-60--AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel to perform duties in the HH-60. This instruction does not apply to Air Force Material Command (AFMC) units and members. Major Command (MAJCOM) specific guidance is embedded within the text and prefaced with the MAJCOM acronym. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DOTO, for approval prior to publication IAW AFD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/DOTO, and the user MAJCOM/DRU/FOA and National Guard Bureau (NGB) offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. See **paragraph 1.3** of this instruction for guidance on submitting comments and suggesting improvements to this publication. This instruction requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this instruction are 37 USC 301a, *Incentive Pay*; Public Law 92-204 (*Appropriations Act for 1973*), *Section 715*; Public Law 93-570 (*Appropriations Act for 1974*); Public Law 93-294 (*Aviation Career Incentive Act of 1974*); DOD Directive 7730.57, *Aviation Career Incentive Act and Required Annual Report*; AFI 11-401, *Flight Management*; and E.O. 9397. System of records notice F011 AF XO A, *Aviation Resource Management System (ARMS)* applies. The reporting requirements in this instruction are exempt from licensing in accordance with paragraph 2.11.10 of AFI 33-324, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Inter-Agency Air Force Information Collections*.

SUMMARY OF REVISIONS

This document has been substantially revised and must be completely reviewed. There are numerous administrative changes, and new Air Combat Command (ACC) level office symbols are incorporated. Where applicable, all references to MAJCOM/DOT include MAJCOM/DOT equivalent offices. The bar proceeding the above Title and Summary of Contents indicates a major revision from the previous edition.

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Chapter 1

GENERAL GUIDANCE

1.1. References, Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

1.2. Responsibilities:

1.2.1. HQ ACC/DO is designated as the responsible agency for this instruction IAW AFPD 11-2. The HQ ACC/DO will:

1.2.1.1. Chair semi-annual ACC Realistic Training Review Boards (RTRB) to review ground and flying training requirements/programs for Combat Air Forces (CAF) units. RTRB participants will include applicable ACC active and reserve-component representatives. MAJCOM/DOs with major weapons systems for which ACC is lead command will be invited to send representatives and/or inputs.

1.2.1.2. Process all change requests.

1.2.1.3. Provide operational and training policy and guidance.

1.2.2. All applicable MAJCOMs will.

1.2.2.1. Determine training requirements to meet expected unit tasking.

1.2.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ ACC/DOTO, who in turn will forward to HQ USAF/XOOT for approval. Provide HQ USAF/XOOT, HQ ACC/DOTO, and all applicable MAJCOM DOs a copy of approved supplements to this instruction.

1.2.2.3. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.2.4. For the purposes of this instruction, "MAJCOM/DO" refers to MAJCOM/DO/XO/CG and likewise, "MAJCOM/DOT" refers to MAJCOM/DOT/DOF/XOF/XOT/XOG as applicable. All others, as determined by the appropriate MAJCOM.

1.2.3. Direct reporting units (DRUs) will:

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to each MAJCOM and NAF/ DO/OV, and five copies to each CAF wing/group.

1.2.3.2. Review, update, and distribute changes to instructional texts annually.

1.2.3.3. Review subordinate unit training programs annually.

1.2.4. Wings/groups will:

1.2.4.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support. ACC wings/groups will also assist Air National Guard (ANG) and Air Force Reserve Command (AFRC) unit training programs as required/requested IAW the ANG and AFRC unit advisory support program.

1.2.4.2. Attach API-6/8 (Aircrew Position Indicator) flyers to a flying squadron.

1.2.4.3. Except when otherwise mandated, Operations Group (OG)/CCs will specify which API 6 positions (ANG and AFRC: all flyers) above the squadron level will maintain basic mission capable (BMC)/Combat Mission Ready (CMR). Review programs and manning positions NLT the beginning of each training cycle.

1.2.4.4. (N/A AETC) Identify training shortfalls that adversely impact combat capability. Active Duty units are required to submit anticipated shortfall reports each quarter to MAJCOM/DOT (info copy to NAF/DO) (Due 31 Jan, 30 Apr, 31 Jul, 31 Oct). Prior to submitting reports, units are reminded to prorate incomplete training. For training report format, see **Attachment 7**, Training Shortfall Report. Negative reports are required. **NOTE:** For ACC units, this report may be submitted on the HQ ACC/DOTO homepage.

1.2.5. Squadron supervision will:

1.2.5.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached crewmembers.

1.2.5.2. Ensure review of training and evaluation records of newly-assigned crewmembers and those completing formal training, to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction have been met. This review will be accomplished prior to the newly assigned crewmembers flying in unit aircraft.

1.2.5.3. Ensure Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills, or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties. See [Attachment 3](#) for RAP mission definitions.

1.2.5.4. Review qualifications and training requirements of flight surgeons (FS) and determine appropriate flight restrictions.

1.2.5.5. Determine missions/events in which individual BMC crewmembers will maintain qualification versus familiarization.

1.2.5.6. Determine utilization of BMC crewmembers.

1.2.5.7. Determine how many and which BMC and CMR crewmembers will carry special capabilities/qualifications.

1.2.5.8. Identify the levels of supervision required to accomplish the required training, unless specifically directed.

1.2.5.9. Assist the wing/group in developing the unit training programs.

1.2.5.10. Monitor individual assigned/attached crewmembers currencies and requirements, continuity, individual training needs, experience, and proficiencies.

1.2.5.11. Ensure crewmembers participate in sorties, events, and tasks only when adequately prepared, trained, and current.

1.2.5.12. Ensure an instructor pilot occupies a pilot seat during emergency procedure (EP) training/pilot qualification.

1.2.5.13. Ensure assigned personnel involved in local/in unit training resulting in initial qualification, re-qualification, or upgrade are advised of active duty service commitments. The unit-training officer will advise the servicing personnel office.

1.2.5.14. Ensure Flight Commanders are, as a minimum, CMR ACs with a minimum of 1 year Air Force mission experience.

1.2.5.15. Supplement this instruction and forward unit supplement to MAJCOM/DOT equivalent for review.

1.2.6. Individual crewmembers will:

1.2.6.1. Hand-carry Formal Training Unit (FTU) training records to the gaining unit.

1.2.6.2. Complete training requirements and currencies within the guidelines of this instruction.

1.2.6.3. Participate in ground and flying activities only when qualified, current, and prepared.

1.3. Processing Changes:

1.3.1. Forward recommendations for change to this instruction to MAJCOM/DOT on AF Form 847, Recommendation for Change of Publication.

1.3.2. MAJCOMs will forward approved recommendations to HQ ACC/DO through HQ ACC/DOTO.

1.3.3. HQ ACC/DO will:

1.3.3.1. Coordinate all changes to the basic instruction with all MAJCOM /DOs and obtain HQ USAF/XO approval for interim changes (IC) to this instruction.

1.3.3.2. Process recommendations for change.

1.3.3.3. Forward recommended changes to HQ USAF/XOOT for HQ USAF/XO approval.

1.3.3.4. Address time sensitive changes by immediate action message.

1.3.4. MAJCOM/DOs (ANG: HQ ACC/CG) will determine training requirements for their subordinate units. This includes making changes, additions, or deletions to this instruction at anytime. Changes may be via supplement or RAP Tasking message. HQ ACC/DO will be an info addressee on all changes. HQ ACC/DO will include MAJCOM supplemental guidance in the next publication of the AFI.

1.4. Training. Aircrew training is designed to progress crewmembers from Initial Qualification Training (IQT) (B-course or Transition (TX)/Re-Qualification Training), then to Mission Qualification Training (MQT), and finally to Continuation Training (CT).

1.4.1. IQT and TX provide the training necessary to initially qualify crewmembers in a basic crew position and flying duties without regard to the unit's mission. Upon completion of IQT or TX, the crewmember attains basic aircraft qualification (BAQ) status. BAQ is a prerequisite for MQT. Except for General Officers above the Wing level, BAQ is not a long-term qualification status. Waiver authority for crewmembers, other than General Officers above the wing level, to remain BAQ is MAJCOM/DO (AETC FTU WG/CC).

1.4.2. MQT picks up where IQT ends and provides the training required to achieve competence in the unit's primary tasked missions. MQT begins at the FTU where most mission tasks common to all units are completed, and finishes when the crewmember completes unit specific local MQT (LMQT) mission tasks. LMQT is a unit developed training program that upgrades newly assigned crewmembers to

BMC/CMR. Crewmembers maintain BAQ status until they complete MQT. Completion of MQT or an FTU instructor course is a prerequisite for BMC and CMR.

1.4.3. CT. There are two aspects of CT. The first consists of aircrew training in the basic flying skills contained in [Table 4.3](#). These skills (Non-RAP requirements) ensure safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions.

1.4.4. RAP is the CT program designed to focus training on capabilities needed to accomplish a unit's core tasked missions. Following the completion of IQT/TX and MQT, a crewmember will have received training in all the basic missions of a specific unit, unless excepted in [Chapter 3](#) of this instruction. The crewmember is then assigned a CMR position or a BMC position.

1.4.4.1. BAQ/BMC/CMR. As defined in AFI 11-202V1, *Aircrew Training* and RAP tasking message.

1.4.4.2. N-CMR/N-BMC. Crewmembers that regress to N-CMR/N-BMC status will accomplish the requirements IAW [paragraph 4.7.1.2](#). N-CMR crewmembers may perform missions (including exercises and contingencies) in which they are current, qualified, and either familiar or proficient, similar to BMC crewmembers. N-BMC crewmembers may not perform RAP training sorties without supervision (IAW [paragraph 1.5.4](#)) until Squadron Commander (SQ/CC) approved re-certification program is complete.

1.4.4.3. All designated combat aircraft (CC-coded) unit active duty API-1/2 positions, flying SQ/CC, SQ/DO and OGV positions are designated CMR positions. If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document [UMD] API-1/2s to CMR and designate the overage BMC. In this case, priority should be given to inexperienced crewmembers with at least 50%, if available, designated CMR.

1.4.4.4. All other active duty wing aircrew positions are designated BMC positions. BMC designations are assigned to crewmembers that have a primary job performing wing supervision or staff functions that directly support the flying operation, or are FTU instructors, Weapons School instructors, or operational test crewmembers. However, these crewmembers are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. BMC crewmembers accomplish all mission-related ground training designated by their attached SQ/CC. BMC crewmembers may deploy and may participate in any mission for whom they are proficient and qualified, without additional training, as determined by the SQ/CC.

1.4.5. Specialized Training. Specialized training is training in skills necessary to carry out the unit's assigned missions that are not required by every crewmember. Specialized training includes special tactics or events, such as Night Vision Goggle (NVG) water operations or cargo sling, Functional Check Flight (FCF), shipboard ops, etc., and is normally conducted after a crewmember achieves CMR status. This training may be conducted in conjunction with IQT, MQT, or CT.

1.5. Training Concepts and Policies:

1.5.1. Units will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This instruction provides training guidelines and policies for use with operational procedures specified in applicable flying/operations publications.

1.5.2. ACC Training Support Squadron (TRSS) will develop and validate training programs when tasked by the HQ ACC/DO. Other MAJCOMs may submit requests for training program support to the HQ ACC/DO. If validated, these requests will be prioritized and tasked to HQ ACC/TRSS. Designated Test Units (CB) may develop syllabi to upgrade Operation Test Aircrew in support of specific test plans. These syllabi will be approved by the OG/CC and submitted to HQ ACC/TRSS.

1.5.3. Units will design training missions to achieve combat capability in squadron-tasked roles, maintain proficiency and enhance mission accomplishment and safety. RAP training scenarios should emphasize either basic combat skills or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use of procedures and actions applicable to combat scenarios are desired (e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, Intel briefing/debriefing).

1.5.4. Use applicable formal school courseware for required training. Instructions and technical orders take precedence over courseware. Units are not required to use courseware material and examinations requiring resources available only at the formal school or material unique to the formal school flying area. When formal school courseware does not exist, units will develop training syllabi using a building block approach listing prerequisite ground and flight training requirements for each flight. The unit will determine sortie duration.

1.5.5. In-flight Supervision. Unless specifically directed, the SQ/CC determines the level of supervision necessary to accomplish the required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required.

1.5.6. If more than 14 calendar days elapse between sorties; an additional review sortie will be flown before continuing in the program (N/A ANG and AFRC). Complete upgrades within 120 days. If training exceeds 120 calendar days, notify MAJCOM/DOT.

1.5.7. Tactical training will include use of inert and live ordnance, threat simulators, countermeasures and dissimilar aircraft as much as possible.

1.6. RAP Policy and Management. RAP is intended to ensure aircrew proficiency in combat related tasks. It is a tool for commanders to track individual crewmember proficiency and for MAJCOMs to determine a unit's aircrew combat readiness. RAP does not determine an individual crewmember's qualification.

1.6.1. The aircrew training cycle is 12 months: 1 Oct through 30 Sep. AFRC and ANG training cycle is: 1 Jul through 30 Jun. Units will complete training requirements during the appropriate training cycle unless exceptions are specifically stated.

1.6.2. An effective RAP training sortie requires accomplishing a tactical mission profile or a building block type sortie. Each profile or sortie requires successfully completing a significant portion of the events applicable to that sortie type, as determined by the SQ/CC and [Attachment 3](#) of this volume.

1.6.3. The SQ/CC's first priority should be to train all designated crewmembers to CMR.

1.6.4. Progression from BMC to CMR requires:

1.6.4.1. A 1-month lookback at the higher sortie rate.

1.6.4.2. Qualification in all core missions and events required at CMR.

1.6.4.3. Confirmation that the progressed crewmember can complete the prorated number of sortie/event requirements remaining at CMR by the end of the training cycle.

1.6.4.4. Completion of mission-related ground training, to include a current verification or certification.

1.6.4.5. Squadron CC Certification.

1.6.5. SQ/CCs will identify and train crewmembers for special capabilities or qualifications. Specialized training is accomplished in addition to baseline CMR/BMC sortie/event requirements.

1.6.6. Wing CMR and BMC crewmembers will fly the required monthly sortie rate. If unable, refer to Regression, **paragraph 4.7.** of this volume.

1.6.7. End-of-cycle training requirements are based on the crewmember's experience level on the last day of the current training cycle.

1.6.8. Units converting to another Mission Design Series (MDS) may fly crewmembers in CMR positions at the BMC rate until 1 month prior to the operationally ready date if the utilization rate (UTE) will not support CMR sortie rates. CMR crewmembers should be flown at a CMR rate for the month prior to Initial Operational Capability (IOC).

1.7. Training Sortie Program Development:

1.7.1. RAP sortie and event requirements (see **Attachment 3** of this volume for definitions) apply to CMR and BMC crewmembers and those with special capabilities or qualifications and are IAW the RAP tasking message. The standard sortie requirements (**Table 1.1.**) establish the minimum number of sorties per training cycle for BMC and CMR levels of training. RAP tasking messages take precedence over this instruction.

1.7.2. Non-RAP sortie requirements (**Table 4.3.**) are in addition to RAP requirements and ensure crewmembers maintain basic skills.

1.7.3. Collateral or cost of business sortie requirements must be considered when developing unit flying hour programs. These sorties are not directly related to combat employment training but are necessary in day-to-day unit operations. These include but are not limited to ferry flights, incentive/orientation flights, deployments, and air shows. For the aircrew training cycle, the MAJCOM allocates a block of sorties to the unit for these purposes.

1.7.4. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training sorties. Non-effective sorties are logged when a training sortie, RAP or Non-RAP, is planned, but a major portion of valid training for that type of mission is not accomplished due to poor weather, air aborts, etc. To accurately allocate the number of attrition sorties, it is essential that non-effective sorties be logged appropriately.

Table 1.1. HH-60 RAP Training Cycle Sortie Requirements (Inexperienced/Experienced).

MAJCOM	CREW POSITION	CYCLE	BMC	CMR
ACC AETC PACAF	PILOTS/FLT ENG/ AERIAL GUNNERS	RAP Total	24/19	55/44
		3-month Lookback	6/5	13/11
		1-month Lookback	2/1	5/4
ANG and AFRC	PILOTS/FLT ENG/ AERIAL GUNNERS	RAP TOTAL	24/19	30/24
		3-month Lookback	6/5	7/6
		1-month Lookback	2/1	3/2
NOTE 1: MAJCOM RAP Tasking Messages take precedence over this table.				
NOTE 2: For non CC-coded units, minimum sortie requirement is the BMC rate.				

1.8. Training Records and Reports:

1.8.1. Units will maintain crewmember records for individual training IAW:

1.8.1.1. AFI 11-202V1, *Aircrew Training*.

1.8.1.2. AFI 11-401, *Flight Management*.

1.8.1.3. AFMAN 37-139, *Records Disposition Schedule*, Table 36-44.

1.8.1.4. AFM 171-190V2, *Air Force Operations Resource Management System*, Sections A through K.

1.8.1.5. [Attachment 4](#) of this instruction, unless superseded by MAJCOM guidance.

1.8.1.6. ACCI 11-464 (ACC only)

1.8.1.7. Appropriate MAJCOM directives.

1.8.1.8. Flight engineers (FEs) and Aerial Gunners (AGs) are exempt from maintaining AF Form 623, *On-the-Job Training Record*, according to AFI 36-2201, *Developing, Managing, and Conducting Training* and Air Force Specialty Code (AFSC) 1A1X1B/1A7X1, *Career Field Education and Training Plan*.

1.8.2. Units will maintain a permanent training folder on each crewmember: Unit-training officers will ensure folders are sent to the gaining unit. Gaining unit commanders may elect to keep records of past training programs. Training folder minimum requirements:

1.8.2.1. Section I: Letters of Appointment/Upgrade endorsed by unit CC/DO.

1.8.2.2. Section II: Aircrew Qualifications and Certifications. Letter of X's upon deployment or Permanent Change of Station (PCS)/ Permanent Change of Assignment (PCA).

1.8.2.3. Section III: Active Training Programs. Current upgrade programs and syllabi/grade sheets.

1.8.2.4. Section IV: Temporary Duty (TDY) Support Section. When scheduled for a flying TDY (not to include a unit deployment), as a minimum include in this section a copy of the individuals current AF Form 1042, *Medical Recommendation for Flying or Special Operational Duty*, AF Form 702, *Individual Physiological Training Record*, and current ARMS product.

1.8.2.5. Section V: Completed Training Programs. Archive of previous training programs completed. Include items from Section III once the training is complete and the individual is certified.

1.8.3. Track the following information for all crewmembers (as applicable):

1.8.3.1. Ground training.

1.8.3.2. Requirements and accomplishments of individual sorties, RAP sorties, sortie types, and events cumulatively for the training cycle.

1.8.3.3. RAP sortie requirements and accomplishment using the 1-month and 3-month running totals for lookback.

1.8.3.4. Currencies.

1.8.4. Units may fill in ARMS "NO DATE" with either the date of the last FTU or USAFWS equivalent if accomplished, or the unit mission certification date.

1.8.5. In-Unit Specialized and Upgrade Training. The unit-training officer will prepare a Training Folder before beginning unit-level training. Units will use applicable formal school courseware content as a minimum. Specialized training is added to reflect unique local requirements.

1.9. Aircrew Utilization Policy:

1.9.1. Commanders will ensure wing/group tactical crewmembers (API-1/6s) fill authorized positions IAW unit manning documents and that crewmember status is properly designated. The overall objective is that aircrew crewmembers perform combat related duties. Supervisors may assign crewmembers to valid, short-term tasks (escort officer, Flying Evaluation Board (FEB)/mishap board member, etc.), but must continually weigh the factors involved, such as level of crewmember tasking, flying proficiency, currency, and experience. Supervisors should limit the non-flying duties of inexperienced crewmembers during the first year of initial operational assignment.

1.9.2. Various publications allow supervisors to assign duties to CAF API-1 crewmembers to include weapons and tactics officer/ noncommissioned officer (NCO), programmer, flying safety officer, Supervisor of Flying (SOF), mobility/contingency plans, training (except ARMS documentation), SQ Standardization/Evaluation Liaison Officer (SELO), squadron life support officer, and electronic combat officer. In some instances, squadrons may assign API 1/2s (flying safety officers, etc) to the wing. Units will not attach API-1s to wing staffs or man wing staff positions unless total wing pilot API-1/2/6 manning is 100 percent or better (N/A AETC). CCs will ensure wing staff crewmembers (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs.

1.10. Sortie Allocation Guidance:

1.10.1. Inexperienced API-1/2 crewmembers should receive sortie allocation priority over experienced crewmembers. Priorities for sortie allocation are as follows:

1.10.1.1. Formal Training Units and USAFWS. Formal syllabus training, Instructor Upgrade, Instructor CT, authorized staff personnel not performing Instructor or Standardization Evaluation Flight Examiner (SEFE) duties (to include API-5 crewmember physicians not on instructor orders).

1.10.1.2. Combined Formal Training and Operational Units. Formal syllabus training, CMR API 1/2, CMR API 6, MQT API 1/2, MQT API 6, BMC API 5, crewmember physician, others.

1.10.1.3. Operational Units. CMR/API-1, MQT API-1, CMR API-6, MQT API-6, BMC (to include API-5 pilot physicians).

1.10.1.4. Test and Test Evaluation Squadron (TES) Units. Requirements directed by MAJCOM, training required to prepare for assigned projects/tasking, BMC training requirements that cannot be accomplished on primary missions, API 5 crewmember physicians.

1.10.2. Wing API-6 authorizations are IAW unit manning documents. Active duty wings converting to new Primary Aircraft Inventory (PAI) are authorized one SQ equivalent of additional API 6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipage.

1.10.3. For FTU only wings, all API-6 crewmembers will maintain instructor status (optional for WG/GP CC, FCF crewmembers, and one other). These wings will fly API-1/6 crewmembers as required by program flying training (PFT) document. For wings consisting of both FTU and operational units, at least one of the following pilots will maintain formal instructor status: WG/CC, WG/CV, OG/CC, OG/CD.

1.10.4. API-8 (above wing level) rated personnel flying authorizations and Test Unit crewmembers will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC rate; however, they are not required to complete BMC specific missions/events, or meet monthly lookback requirements. Units should provide assigned API-6/8 flyers adequate resources to maintain minimum training requirements. Wings are allocated flying hours for attached API-8s. API-6/8 flyers will accomplish Non-RAP requirements with allotted BMC sorties. However, API-6/8 flyer support will not come at the expense of the flying squadrons primary mission. If units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401, as supplemented. Units requiring flying hour adjustments for attached API-8 and applicable API-6 flyers must request program changes IAW MAJCOM directives.

1.10.5. CMR crewmembers have no maximum sortie requirement. See [Table 1.2](#) for minimum and maximum sortie requirements for other crewmembers. Unique operations may require crewmembers to fly more than the maximum number of sorties authorized. Document details of these events if they occur.

Table 1.2. HH-60 Aircrew Training Cycle Sortie Requirements For Other Than API-1.

API Level	CT Status (Minimum Sortie Requirement)	Unit's Aircraft Code	Organization Level	Maximum Sortie Allowance (Inexperienced/Experienced)
6	CMR	CC	Any	As required by qualifications
6	BMC	CC	Wing	48/36
6	BMC	TF	Wing	As required by PFT
6	BMC	CB	Wing	As determined by test program requirements
8	BMC	CB	Wing	48/36
8	BMC	CC, TF, or CB	Above Wing	48/36
5	BMC	CC, TF, or CB	All	If qualified and current in unit aircraft 48/36; Otherwise, IAW AFI 11-401 as supplemented
Any	BAQ	Any	Any	BMC rate

1.11. Waiver Authority:

1.11.1. Unless specifically noted otherwise in the appropriate section, waiver authority for all requirements in the RAP tasking message and for all provisions in **Chapter 4** and **Chapter 5** of this instruction is the OG/CC. For all other provisions of this instruction, the waiver authority is MAJCOM/DOT equivalent unless otherwise stated.

1.11.2. Units subordinate to a NAF will forward requests directly to MAJCOM/DOT and provide their NAF/XO/DO/OV with an information copy. Waivers from other than MAJCOM/XOF/DOT (ANG: HQ ACC/DOG) will include their appropriate MAJCOM/DOT (ANG: HQ ACC/DOG, AETC: HQ AETC/DOF) as an information addressee. **NOTE:** All waivers will include HQ ACC/DOT as an information addressee.

1.11.3. Waivers to this instruction will be valid until end of training cycle, unless otherwise stated.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General. This chapter outlines Initial Qualification Training (IQT). IQT includes Basic (B-course) and TX/re-qualification/senior officer training normally conducted using appropriate AETC formal course syllabus at the FTU. In exceptional circumstances, when FTU training is not available IQT may be conducted at the local unit IAW provisions of this chapter. Local IQT is conducted using appropriate formal USAF Transition or Re-Qualification Training Course syllabus tracks, flow programs, and requirements. When local IQT training is authorized, the gaining MAJCOM is responsible for providing this training locally. The following guidance applies only to other than formal course IQT.

2.2. Approval/Waiver for Local IQT:

2.2.1. MAJCOM/DO is the approval authority to conduct local IQT, and is waiver authority to change the formal requirements of locally conducted IQT. Info HQ ACC/DOT (ANG: HQ ACC/CG/DOG).

2.2.2. MAJCOM/CC (ANG: HQ ACC/CG) is the approval authority for non-formal course IQT for colonel selectees and above.

2.2.3. Requests to conduct local IQT will include the following:

2.2.3.1. Justification for the training in lieu of FTU attendance.

2.2.3.2. Summary of individual's flying experience.

2.2.3.3. Date training will begin and expected completion date.

2.2.3.4. Requested exceptions to formal course syllabus, with rationale.

2.2.4. Successful completion of IQT requires the upgrading crewmembers to complete an aircraft qualification and instrument evaluation as applicable IAW AFI 11-202V2, *Aircrew Standardization/Evaluation Program*; and AFI 11-2HH-60V2, *HH-60--Aircrew Evaluation Criteria*.

2.3. Prerequisites. Course prerequisites will be IAW the appropriate AETC formal course syllabus and the *Education and Training Course Announcements* (ETCA). Refer to the ETCA web site at <http://hq2af.keesler.af.mil/etca.htm>.

2.4. Ground Training. Ground training will be conducted IAW formal school courseware. When conducting in-unit IQT, FTU syllabus, student guides, instructor guides, and audiovisual programs will be used as supporting materials to the maximum extent possible. If the FTU simulators are not available, complete the training objectives in the aircraft, or any other H-60 simulator.

2.5. Flying Training:

2.5.1. Mission sequence and prerequisites will be IAW the appropriate formal course syllabus flow chart.

2.5.2. Complete in-unit IQT within the time specified by the approved syllabus. Failure to complete within the specified time limit requires notification through channels to MAJCOM/DO, with crewmember's name, rank, reason for delay, planned actions, and estimated completion date.

2.5.3. Crewmembers in IQT will fly under instructor supervision until completing the qualification evaluation.

2.5.4. Formal course syllabus mission objectives and tasks are minimum requirements for IQT. However, additional training events, based on student proficiency and background, may be incorporated into the IQT program with authorization of the SQ/CC. Additional training due to student non-progression is available within the constraints of the formal course syllabus and may be added at the discretion of the SQ/CC.

2.5.5. An instructor flight engineer (IF) or instructor aerial gunner (IG) can conduct initial and recurring training in like tasks (e.g., gunnery, scanning) for both flight engineers and aerial gunners.

2.6. IQT for Senior Officers:

2.6.1. All formal training courses for senior officers (colonel selectees and above) will be conducted at FTUs unless waived IAW **paragraph 2.2.** of this volume.

2.6.2. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW syllabus directives and **paragraph 2.2.1.** of this volume.

2.6.3. Senior officers in training at the FTU are in formal training status. Deputies or vice commanders will handle unit duties until training is complete. **EXCEPTIONS** are approved by MAJCOM/CC (ANG: HQ ACC/CG).

2.6.4. Commanders and Key Staff Course. Completion of the helicopter Commanders and Key Staff Course is required for senior officers (O-6 and above) prior to performing crewmember duties in a cockpit position (N/A for prior/currently qualified H-60 pilots). This course provides basic orientation to senior officers who supervise/oversee flying operations for aircraft they are not qualified in. IAW the ETCA, squadron operations officers and above in multiple MDS aircraft units are authorized to attend this course for those aircraft they have supervisory oversight of. The primary method of course completion is at the formal school. Secondary method of training is in-unit (if primary method is not available) using formal school courseware adapted to local training resources. A waiver is not required for secondary method of training. Completion of this course does not assign a qualification or currency requirement, as the course is only an orientation of USAF helicopter operations and capabilities. Graduates of this course will not be designated in command and will fly with instructor pilots only.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. General. MQT is conducted in two phases. The bulk of mission training is a formal syllabus course, normally conducted at the FTU. A LMQT course is taught at each unit to complete MQT not provided at the FTU (e.g. day water operations) and unit specific mission tasks. For the purposes of this chapter, “MQT” refers to the FTU syllabus portion of mission training, and “LMQT” refers to follow-on unit specific tasks.

3.1.1. MAJCOMs may accept qualifications/certifications from other MAJCOMs, if they meet the gaining MAJCOM and unit standards.

3.1.2. Use applicable formal school courseware for required training. Instructions and technical orders take precedence over courseware. Units are not required to use courseware material and examinations requiring resources available only at the formal school or material unique to the formal school flying area. When formal school courseware does not exist, units will develop training syllabi using a building block approach listing prerequisite ground and flight training requirements for each flight. The unit will determine sortie duration.

3.2. Formal Syllabus MQT. Normally taught at the FTU, this course results in an AF Form 8 Mission Qualification. If taught in-unit, it requires MAJCOM/DOT approval, and must follow the FTU syllabus and use FTU courseware as much as possible. Regardless of where taught, as a minimum, this course must satisfy AFI 11-2HH-60V2 evaluation event criteria. Crewmembers approved for in-unit initial mission qualification training with no prior NVG qualification are required to attend a Night Vision Device (NVD) lab prior to entering the night (NVG) phase of flight training.

3.3. LMQT. This training applies to all crewmembers upon PCS to a new base or completion of formal syllabus MQT. At a minimum, this training will include local area familiarization, low altitude step down training (LASDT), unit required certifications, and required academics. Units are allowed to tailor their program based on crewmember’s current qualification, experience, currency, documented performance, and formal training. Crewmembers regressed from BMC or CMR may use applicable portions of LMQT to create a re-qualification program to specifically address deficiencies, which caused the regression. Complete flying training lessons in the prescribed sequence, unless waived by the unit operations officer. Units must include their LMQT program in the unit supplement to this instruction.

3.3.1. Reduce/Increase LMQT requirements for upgrading FTU graduates commensurate to the quality and quantity of MQT received at the FTU. If graduates received a mission evaluation at the FTU, they do not require an initial local mission evaluation. Instead, their LMQT program should consist only of ground and flying training unique to the unit and those elements of the formal school mission qualification syllabus not taught at the FTU (for example, day water operations).

3.3.2. Complete LMQT within the time specified by the MAJCOM but not later than (NLT) 90 calendar days. Timing starts at the crewmember’s first duty day at the gaining operational unit. If the crewmember elects to take leave prior to being entered into LMQT, the timing will begin after the termination of the crewmember’s leave. (ANG and AFRC: NLT 180 days from the first flight). Training is complete upon SQ/CC certification to BMC or CMR. Failure to complete LMQT within the

specified time interval requires notification of the MAJCOM/DOT equivalent with crewmember's name, rank, reason for delay, planned actions, and estimated completion date.

3.3.2.1. Crewmembers in 56 Rescue Squadron (RQS) and 210 RQS who enter LMQT between 1 April and 1 August have until 31 October to complete required night training events. Additionally, individuals who are unable to complete night LMQT prior to 1 Apr have until 31 Oct to complete training. SQ/CCs may report crewmembers that are not LMQT complete for night events as CMR during this period.

3.3.3. Local Area Familiarization. As a minimum, all newly assigned crewmembers will receive one-day sortie in the local area. Emphasis will be placed on ATC procedures, arrival/departure procedures, local geography, topography and obstacles. Crewmembers will not fly unsupervised in the local area before completing a familiarization flight. Local area familiarization and LASDT sorties may be combined.

3.3.4. LASDT. These low altitude training sorties provide an orientation to the typical terrain, obstacles, hazards and landing zones that crewmembers will encounter in the unit's low level training area. Crewmembers who have not completed LASDT training will not fly tactical unsupervised sorties. Document all LASDT for each crewmember in the crewmember's training folder. Crewmembers supervising this training should be highly qualified and experienced crewmembers in the applicable crew position.

3.3.4.1. LASDT 1: Fly a route in day visual meteorological conditions (VMC) at a minimum altitude of 100 feet above highest obstacle (AHO), and fly one segment of route at a minimum altitude of 50 feet AHO. (N/A AFRC).

3.3.4.2. LASDT 2: Fly a route with NVGs at a minimum altitude of 100 feet AHO, and fly one segment of route at a minimum altitude of 50 feet AHO.

3.3.5. Forward Looking Infrared (FLIR) Certification Training Program:

3.3.5.1. FLIR Training Academics F.1. Academics F.1. is a 2.0 hour block of instruction. Use formal school courseware computer aided instruction (CAI H0400) and an instructor led review of the learning objectives.

3.3.5.1.1. As part of LMQT, pilots will complete FLIR Step Down Training (FSDT) as specified below. The objective of FSDT is for pilots to demonstrate the ability to safely operate the FLIR system (day or night) in low-level flight regimes. FSDT sorties may be flown in conjunction with LASDT (also an MQT requirement) sorties. All training (academic, Cockpit Procedures Trainer (CPT), and FSDT sorties) will be documented in the individual's training folder. FLIR certification is IAW AFI 11-2HH-60V2 (FLIR training is an instructor certified event and must be annotated on the unit letter of certification or the AF Form 1381 in the individual's Flying Evaluation Folder (FEF)).

3.3.5.1.2. All FSDT sorties will be flown under the supervision of an instructor pilot (IP). Sorties will cover the learning objectives identified in [Table 3.1.](#)

3.3.5.1.3. FSDT sorties will be flown in the sequence/profile as listed below:

3.3.5.1.3.1. FSDT 1: Fly a low level route in day VMC at a minimum altitude of 100 feet above highest obstacle (AHO), and fly one segment of the route at a minimum altitude of 50 feet AHO.

3.3.5.1.3.2. FSDT 2: Fly a low level route at night with NVGs starting at a minimum altitude of 300 feet AHO, stepping down to 100 feet AHO, and then fly one segment of the route at a minimum altitude of 50 feet AHO.

Table 3.1. FSDT Sortie Learning Objectives.

LEARNING OBJECTIVES	SUB-TASKS
<ol style="list-style-type: none"> 1. Understand and know how the FLIR can aid in terrain and obstacle avoidance during day and NVG low-level operations. 2. Understand and know that the FLIR is only a complementary system to the NVGs and the HH-60 is not presently capable of complete "heads-down" operations. 3. Understand and know/accomplish the following: <ol style="list-style-type: none"> a. Use of gain control for best quality picture. b. Use of black/white hot for best picture. c. Flight path vector mode for obstacle clearance. d. Manual mode of operations to include narrow and wide field of view. e. Auto-track capability. f. FLIR navigation updates. g. FLIR store points. h. Sight-point mode to aid in identifying waypoints. i. Use of hover mode. j. Use of function keys on the heads down display (HDD) to include blanking other pilot's screen. k. Use of function switches on the video symbology display system (VSDS). l. Over water orientation (if available). m. Use of FLIR as an aid for survivor searches on land and over water (if available). 	

3.4. Ground Training. Units will develop blocks of instruction covering areas pertinent to the mission as determined by the SQ/CC. Training accomplished during IQT may be credited towards this requirement.

3.4.1. Pilots transferring from another MAJCOM require the theater specific portions of the Instrument Refresher Course (IRC) before flying without a theater experienced instructor pilot. MQT academics may satisfy this requirement.

3.4.2. Initial Verification. Complete initial verification training within 120 days (ANG and AFRC 180 days) of being certified CMR. Regress crewmembers to N-CMR status until training is accomplished.

3.4.3. Verification Guide. The outline provided in [Table 3.2.](#) is provided as a guideline for the development of verification briefings.

Table 3.2. Verification Guide Outline.

BRIEFINGS	MINIMUM REQUIRED CONTENTS
<p>1. Overview</p> <p>2. Area of Operations:</p> <p>3. Status of Enemy Forces:</p> <p>4. Mission Employment Briefing:</p> <p>5. Escape and Evasion:</p> <p>6. Essential Elements of Information/Reports:</p>	<p>a. Introduction (participants and briefing classification).</p> <p>b. Mission overview.</p> <p>c. Status of friendly forces (ground, air, and support).</p> <p>a. Geography (topography, population centers, lines of communications, chokepoints and natural obstacles, major visual and radar significant identification points).</p> <p>b. Climatology (effects on unit operations, ground troop movements, and in-flight operations).</p> <p>c. Operating base (location, facilities, procedural constraints, strengths and limitations).</p> <p>a. Ground forces and accompanying air defense threats (SAMs, Anti-Aircraft Artillery, EC, and Spectrum Interference Resolution reporting), capabilities, strengths and weaknesses.</p> <p>b. Airborne forces (numbers, locations, capabilities and tactics).</p> <p>a. Ground operations.</p> <p>b. Departure (weather contingencies, options).</p> <p>c. Route of flight (threat analysis, alternatives, fuel requirements, decision points).</p> <p>d. Target ingress (initial point-to-target specifics, tactics).</p> <p>e. Weapons employment (target data, load, suitability, ROEs).</p> <p>f. Egress plan (route, mutual support agreements).</p> <p>g. Downed aircrew, wounded bird plan.</p> <p>h. Recovery (safe corridor procedures, Identification Friend or Foe (IFF) procedures, alternate and emergency airfields).</p> <p>a. DARs and SAFEs.</p> <p>b. CSAR procedures.</p> <p>a. Essential Elements of Information (EIs).</p> <p>b. Required reports and reporting procedures.</p>

3.5. Simulator Training. N/A.

3.6. Flying Training. Unit developed MQT programs should use profiles typical of squadron missions. Use appropriate AETC formal course syllabus, if available. In addition to the ground training associated with the upgrade courseware, complete the applicable ground training described in [Table 4.2](#), before beginning the qualification flight evaluation. **EXCEPTION:** ANG and AFRC commanders may allow crewmembers to delay completion of non-aircraft related ground training for a maximum of 1 year from date of unit assignment as long as safety and mission capability are not degraded.

3.6.1. Supervision. A squadron instructor in the event is required unless specified otherwise.

3.6.2. All crewmembers must conduct practice airborne EP training during one of the LMQT sorties. As a minimum, the training will consist of briefing, flying, and debriefing a simulated EP scenario.

3.6.3. Accomplish LMQT, such as water operations training, etc., according to the following guidance:

3.6.3.1. Ground training and local tactical training flights tailored to the unit's operational mission.

3.6.3.2. All assigned/attached qualified crewmembers will complete the appropriate LASDT Program for LMQT.

3.6.3.3. All assigned/attached pilots will complete FLIR certification. FLIR training is not required if the pilot was previously certified.

3.6.3.4. Unit commanders will establish familiarization requirements for higher headquarters supervisory personnel, higher headquarters standardization personnel, TDY aircrew members conducting specific operational missions or administering training or evaluation flights, NASA support and Search and Rescue (SAR).

3.6.3.5. TDY crewmembers will familiarize themselves, as much as practical, with the local environment.

3.7. Chemical Warfare. Accomplish IAW AFPD 32-40, *Disaster Preparedness*; AFI 32-4001, *Disaster Preparedness Planning and Operations*; AFI 32-4002, *Hazardous Material Emergency Planning and Response Program*; and MAJCOM guidance. This training is intended to integrate crewmember training with other functional areas (maintenance, intelligence, security, etc.) required to conduct combat operations in a Chemical Warfare (CW) environment and is applicable to all CMR/BMC crewmembers assigned or deployable to chemical threat areas. AETC, Test, 422 TES, and United States Air Force Weapons School HH-60 Division (USAFWS/WSR) crewmembers require this training only if augmenting an operational unit operating in a chemical threat area.

3.7.1. Initial Chemical Warfare Training (ICWT). ICWT is designed to ensure crewmember proficiency in the overall use of CW protective ensemble and to familiarize crewmembers with combat capabilities while wearing CW equipment. Crewmembers revert from CMR to N-CMR if training is not accomplished within 90 days of completion of MQT (180 days for ANG and AFRC) or within 30 days if assigned within a chemical threat area. Initial CW certification is transferable in unit assigned aircraft within the CAF. **NOTE:** Crewmembers must complete initial aircrew life support chemical defense training prior to accomplishing Chemical Defense Task Qualification Training (CDTQT).

Complete initial disaster preparedness chemical defense training prior to accomplishing CDTQT if the ground ensemble is used for preflight.

3.7.2. Units will develop training plans and scenarios for CW training based upon anticipated war-time tasking in such an environment. The training program will be coordinated through and supported by disaster preparedness, life support, intelligence, and physiological training personnel as necessary. CW CT will be primarily through exercise scenarios complementing the unit's wartime training from small to larger scale exercises of sufficient duration to simulate chemical attack survival. CW scenarios may be incorporated into other unit exercises; however, commanders must carefully consider temperatures and the increased demands placed on personnel operating in CW gear.

3.7.3. Ground Training. All crewmembers will complete Phase I and Phase II training IAW AFI 32-4001 and MAJCOM supplements thereto. The following training will be accomplished prior to the first flight with CW gear:

3.7.3.1. Physiological effects/first aid of chemical agents and protective gear.

3.7.3.2. Equipment orientation/fitting of full aircrew ensemble.

3.7.4. CDTQT. CDTQT reinforces the crewmember's awareness of limitations and demonstrates physiological effects while wearing the aircrew chemical defense ensemble (ACDE).

3.7.4.1. CDTQT Procedures. Crewmembers will perform primary crew duty tasks while wearing the ACDE during day/night flight overland training or in an applicable flight simulator. The entire ACDE will not be worn. Normally, wear only the CBO mask, helmet, filter pack, cotton gloves, butyl rubber gloves, and NOMEX gloves (ensure the dark sun visor assembly is issued with the CBO mask). The HGU 41/P protective hood will not be worn during training and exercise flights. Personnel may accomplish aircraft CDTQT preflight requirements while wearing either the aircrew or the ground Chemical Defense (CD) ensemble components. ACDE or ground CD ensembles will come from unit training assets.

3.7.4.1.1. (N/A if training is conducted in simulator). An instructor or flight examiner in the applicable crew position, not wearing the CD components, will supervise initial aircraft CDTQT. During subsequent CDTQT (whether CDTQT current or non-current), a qualified crewmember may act as the observer for their respective crew position.

3.7.4.1.2. Crewmembers will wear the required ensemble components for approximately one hour while accomplishing a tactical profile. As a minimum a cross section of requirements (i.e. engine start, pattern work) and a take-off and landing, will be accomplished.

3.7.4.1.3. Observers must closely monitor crewmember actions during the aircraft CDTQT. If a crewmember experiences difficulty, such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crewmember believes it is unsafe to continue, the chemical defense equipment will be immediately removed.

3.7.4.1.4. Do not conduct CW training when temperature/dew point conditions fall outside the "normal" range of the fighter index of thermal stress (FITS) chart adjusted for the partial CW gear IAW AFD 32-40, AFI 32-4001, and AFI 32-4002. Commanders may certify crewmembers as LMQT complete for this task until they can comply with FITS chart restrictions.

3.7.4.1.5. Initial aircraft CDTQT will not be conducted at night.

3.7.5. CDTQT Continuation Training:

3.7.5.1. Ground Training. Each crewmember must conduct ground training during the aircrew training cycle, consisting of:

- 3.7.5.1.1. Donning the full aircrew ensemble.
- 3.7.5.1.2. Donning of aircrew hood, overcape, and overboots.
- 3.7.5.1.3. Doffing of the CW ensemble IAW current shelter processing procedures.
- 3.7.5.1.4. Physiological effects of chemical agents and the appropriate first aid.

3.7.5.2. Flying Training. Restrictions include:

- 3.7.5.2.1. Crewmembers must be fully current and qualified in an event prior to accomplishing that event on a CDTQT sortie.
- 3.7.5.2.2. CW mask, filter pack, and gloves are required for CDTQT flight credit.
- 3.7.5.2.3. The initial CDTQT flight may be credited towards CDTQT requirements for the training cycle in which it is accomplished.
- 3.7.5.2.4. Units whose crewmembers utilize the Aircrew Eye and Respiratory Protection (AERP) System will perform primary crew duty tasks while wearing the AERP during day or night VMC flights or in applicable flight simulators. Flights with the AERP system may be conducted over water.
 - 3.7.5.2.4.1. The entire ACDE will not be worn during CDTQT. Crewmembers will wear the AERP above-the-shoulder equipment wear only: mask assembly, blower, rubber gloves and cotton inserts (under nomex gloves), and hand carry their overboots and overcape. Overboots and overcapes are only worn when transiting liquid contamination areas to reduce heat stress. Wear of the CWU-66P coverall is simulated with the standard flight suit to reduce wear and heat stress.
 - 3.7.5.2.4.2. Crewmembers will receive a ground training session, which includes dressing out in the AERPs gear prior to flying with the gear. This ground training consists of: academic and hands-on training in which the crewmember demonstrates donning, doffing, re-donning, buddy dressing, and CCA procedures. The AERPs mask has the capability of being doffed over water. Crewmembers will demonstrate the over water doffing procedures during academic training IAW local life support AERPs Lesson Plans.

3.8. Flight Surgeon:

3.8.1. Ground Training. Flight surgeons will comply with requirements IAW AFI 11-202V1. **NOTE:** For immediate SAR missions follow briefing requirements for passengers.

3.8.2. Flight Training. The first flight in the unit assigned aircraft will be under the supervision of the cabin NCOIC. **NOTE:** Not required for immediate SAR missions.

- 3.8.2.1. The briefing and sortie will emphasize crew coordination, communications and aircraft equipment.
- 3.8.2.2. The initial sortie may be flown in conjunction with other training sorties.
- 3.8.2.3. Flight surgeons whose primary assigned aircraft is the HH-60G must attend Underwater Egress Training (UET) and Helicopter Emergency Escape Device (HEED) (N/A AETC).

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines ground and flying training requirements for BAQ, BMC, and CMR crewmembers. Refer to **Chapter 5**, Upgrade/Specialized Training, for program specifics. Crewmembers must be qualified IAW AFI 11-401, AFI 11-202 all volumes, and AFI 11-2HH-60V2. Additionally, they must complete IQT to fly in BAQ status, and MQT to fly in BMC or CMR status.

4.1.1. Units will develop procedures to ensure flight and training records screening during unit out-processing. This screening should normally be accomplished in sufficient time to ensure discrepancies are rectified prior to PCS. Additionally, all personnel departing to short tour areas will be scheduled by the losing organization for simulator refresher, physiological training, and other training, as appropriate, to prevent unnecessary TDYs from short tour areas.

4.1.2. For recurring training requirements before removal from active flying, refer to AFI 11-202V1.

4.1.3. Intracombat and Intercombat Transfer of Aircrew Members. Aircrew member qualifications may be accepted at the discretion of the gaining unit commander. The gaining unit commander will determine what training, if any, is required for newly assigned personnel.

4.1.3.1. Local command or unit indoctrination is required before the aircrew member is certified to perform aircrew duties.

4.1.3.2. Commanders may direct evaluations before deciding if the aircrew member is qualified for that unit's mission.

4.1.4. (ACC) Additional Guidance:

4.1.4.1. Aircrew members assigned to the Weapons School and 422 TES only require mission ground training every 12 months as determined by the division CC. Waiver authority for all other ground training is the USAFWS/CO or 53 TEG/CC, as appropriate, unless otherwise specified in applicable publications.

4.1.4.2. Only qualified Weapons School IPs and IFs will be sent on Weapons School unit visits.

4.2. Ground Training. Ground training accomplished during IQT/MQT may be credited toward CT requirements for the training cycle in which it was accomplished. **Table 4.2.** lists all required ground training. The following programs comprise ground training only. Refer to **Attachment 2** for detailed descriptions of specific events listed below and in **Table 4.2.**

4.2.1. Physiological training.

4.2.2. Instrument Refresher Course (pilots only).

4.2.3. Life Support Training. Life support training includes egress, personal survival equipment, aircrew chemical warfare ensemble training, and local/deployment survival, IAW MAJCOM life support directives.

4.2.3.1. Survival, Evasion, Resistance, and Escape (SERE), and Code of Conduct Training (CoCCT).

4.2.4. Situational Emergency Procedures Training (SEPT).

4.2.5. Weapons/Tactics Academics Training.

4.2.6. Verification Training.

4.2.7. Intelligence Training.

4.2.8. US/Russia Prevention of Dangerous Military Activities.

4.2.9. Crew Resource Management. **NOTE:** (AETC/ACC) FTU/CC, USAFWS WSR/CC and 422 TES determine which requirements their crewmembers will maintain as specified in [Table 4.2](#).

4.3. Flying Training. All crewmembers will accomplish the requirements as shown on [Table 4.3](#), as applicable to their individual crew position. Pilots may log up to 50% of their required training cycle instrument approaches and Combat Search and Rescue Task Force (CSARTF) sortie requirements in an appropriate simulator. Pilots and flight engineers may log one EP sortie per year in an appropriate simulator. Failure to accomplish these requirements will not affect BAQ, BMC or CMR status but will require additional training as determined by the SQ/CC. If any sortie or event requirement from [Table 4.3](#) is subsequently added in a MAJCOM RAP tasking message, it becomes a requirement for BMC and CMR status as specified in the RAP tasking message. (**NOTE:** (AETC/ACC) FTU/CC, USAFWS WSR/CC and 422 TES will determine which requirement/currency events listed in [Table 4.3](#) and [Table 4.4](#) will be maintained by their assigned/attached aircrew members). In addition, the following are required:

4.3.1. BAQ Requirements:

4.3.1.1. Qualification/Instrument Evaluation IAW AFI 11-202V2 and AFI 11-2HH-60V2.

4.3.1.2. Currencies (as applicable) IAW [paragraph 4.6](#) of this instruction.

4.3.1.3. BAQ crewmembers that remain in BAQ status for more than 6 months will be grounded (except general officers) unless waived by MAJCOM/DO (AETC: FTU WG/CC).

4.3.2. BMC Requirements:

4.3.2.1. Qualification and Mission Evaluation IAW AFI 11-202V2 and AFI 11-2HH-60V2.

4.3.2.2. Currencies (as applicable) IAW [paragraph 4.6](#) of this instruction.

4.3.2.3. BMC crewmembers will fly RAP sorties and/or events as required by this instruction and the RAP tasking message, and as authorized by the SQ/CC based on their PAI experience and proficiency.

4.3.2.4. Ground training requirements related to RAP sorties/events for which they are authorized to fly.

4.3.2.5. Sortie rate (Lookback) IAW [Table 1.1](#) and [paragraph 4.7.11](#) of this instruction (N/A API-8s).

4.3.2.6. RAP sorties, mission types, and events, including weapons qualifications IAW the procedures set forth in this instruction and the MAJCOM RAP tasking message. Failure to accomplish RAP tasked mission types may be waived by the SQ/CC as long as total RAP sorties are accomplished. Report mission type waivers IAW [paragraph 1.2.4.5](#) of this volume if the waivers are due to over tasking or unit limiting factors (LIMFACS).

4.3.2.7. Unit developed training programs for spin-up prior to participation in exercises and deployments.

4.3.3. CMR Requirements:

- 4.3.3.1. Performance satisfactory to the SQ/CC.
- 4.3.3.2. Qualification and Mission Evaluation IAW AFI 11-202V2 and AFI 11-2HH-60V2.
- 4.3.3.3. Sortie rate (lookback) IAW **Table 1.1.** and **paragraph 4.8.** of this volume.
- 4.3.3.4. Currencies (as applicable) IAW **paragraph 4.6.** of this volume.
- 4.3.3.5. Ground training IAW **Table 4.2.** of this volume.

4.3.4. Special Capabilities/Qualification Requirements:

- 4.3.4.1. Specialized training IAW **Chapter 5** and guiding syllabi.
- 4.3.4.2. Sortie requirements IAW the RAP tasking message.
- 4.3.4.3. Failure to accomplish the requirements specified in this instruction or the RAP tasking message requires loss of designation/qualification.
- 4.3.4.4. Re-Certification/Re-Qualification is IAW **paragraph 4.8.4.** of this volume.

4.3.5. Designated Training (TF-Coded)/Designated Test (CB-Coded) Aircraft Unit Requirements:

- 4.3.5.1. Crewmembers assigned/attached to TF or CB-coded units will accomplish the Non-RAP BMC requirements as shown on **Table 4.3.** Failure to accomplish these requirements will not affect instructor status, but will require retraining as determined by the SQ/CC.
- 4.3.5.2. (ACC) Crewmembers assigned/attached to CB-coded units need not maintain instructor status.
- 4.3.5.3. Events. Instructors must be qualified in the events they plan to instruct.
- 4.3.5.4. Ground Training. Training as directed by the SQ/CC.
- 4.3.5.5. (ACC) For USAFWS/WSR and 422 TES crewmembers, periodic simulator refresher course requirements are at the discretion of the USAFWS/CO and 422 TES/CC.
- 4.3.5.6. Mission/Instructor Evaluation, as applicable, IAW AFI 11-2HH-60V2.
- 4.3.5.7. (AETC) Formal school instructors will maintain currency in only those maneuvers in which they are qualified. Currency requirements are based on BMC requirements.

4.4. Special Categories:

4.4.1. Flight Surgeon (FS):

- 4.4.1.1. May fly selected missions to enhance understanding of tactical missions with which they are directly associated. Initial checkouts will be IAW **paragraph 3.6.** of this volume.
- 4.4.1.2. FS flying rates and requirements will be IAW AFI 11-202V1.

4.4.2. MAJCOM and NAF API-8 Pilots. Follow procedures in AFI 11-401, as supplemented.

- 4.4.2.1. Higher Headquarters (HHQ) personnel maintaining BMC status are exempt from academic ground training, CW training, and special training programs within authorized mission areas. Specific currencies will be provided to the host squadron and HHQ supervisors will determine crewmember qualifications to participate in squadron scenarios.

4.4.2.2. HHQ aircrew members will:

4.4.2.2.1. Review accomplishments and currencies for accuracy.

4.4.2.2.2. Submit qualification/authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron.

4.4.2.2.3. Evaluate the demands of each mission scenario and ensure that their ability/proficiency will not be exceeded.

4.4.2.3. Instructor qualified crewmembers may perform instructor duties with the concurrence of the OG/CC, if qualified and current for the applicable missions/events. N/A for formal schools.

4.4.3. Active Duty Pilots Flying with ANG and AFRC Units:

4.4.3.1. Squadron/wing/group advisor rated personnel on duty with operational training units will maintain CMR/instructor status, as appropriate, and may be qualified as a SEFE.

4.4.3.2. Active duty pilots other than assigned advisors are authorized to fly with reserve component units under restrictions identified in AFI 11-401.

4.4.3.3. HHQ staff pilots may participate in tactical training events. Each pilot will present documentation summarizing currencies, egress training, flight qualifications, etc., to the unit where flying is performed.

4.4.3.4. Pilots on exchange programs from active duty units are authorized mission oriented sorties IAW the specific OPLAN that establishes the exchange. Squadron commanders may authorize their participation IAW their specific experience and qualification.

4.5. Multiple Qualification/Currency:

4.5.1. MAJCOM/DO (ANG: ANG/DO) may authorize qualification in more than one MDS aircraft for crewmembers only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level. Unless required for unit mission accomplishment, commanders must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft. Individuals assigned to positions covered by **paragraph 4.5.2.** of this instruction have MAJCOM/DO approval and do not need to submit specific requests.

4.5.1.1. Submit multiple qualification requests through command channels to MAJCOM/DOT (ANG: HQ ACC/DOG). All requests must contain full justification. Approval for multiple qualification requests must be provided to the appropriate host base flight management office; flight accomplishments are not authorized until aircraft assignment is updated into ARMS.

4.5.1.2. Individually authorized multiple qualifications are valid as long as the individual is assigned to the specific position, and aircraft requested, or rescinded by MAJCOM/XO/DO(ANG: HQ ACC/DOG).

4.5.2. HH-60G, MH-60G, and UH-60A/L are considered the same MDS.

4.5.3. Multiple qualification is not appropriate for senior wing supervisors of units with different types of aircraft. Wing commanders will qualify in only one of their wing's aircraft. Either the WG/CV or OG/CC should qualify in another of the wing's aircraft (not the same one selected by the WG/

CC). (For ACC: See ACCI 11-450, *Orientation Flight Program*, for policy on senior supervisor familiarization flights.)

4.5.4. Multiple Requirements. Crewmembers will satisfy at least 50% of the sortie requirements of their primary aircraft in that aircraft. If CMR, they will meet all RAP sortie/event requirements of the primary aircraft. In addition, crewmembers will fly an equitable distribution of EP sorties, non-precision approaches, and precision approaches in each MDS to fill their Non-RAP requirements.

4.5.5. Multiple Currencies. Pilots will fly at least once each 45 days in each aircraft. Enlisted crewmembers will fly at least once each 60 days in each aircraft. They will comply with all other currency requirements for each aircraft.

4.5.6. Aircrew members must complete conversion training IAW an approved syllabus.

4.6. Currencies/Re-Currency/Re-Qualification:

4.6.1. Currency. **Table 4.4.** defines currency requirements for all HH-60 crewmembers. If a crewmember loses a particular currency, that sortie/event may not be performed except for the purpose of regaining currency as noted. Supervision requirements are defined in **Table 4.4.**

4.6.1.1. Loss of Currency Up to 6 Months. Training as directed by the squadron commander and demonstrate proficiency in non-current event(s) to an instructor of the same crew position in the aircraft. Events performed under the supervision of an instructor may be credited toward the applicable currency period.

4.6.1.2. Greater than 6 Months (Unqualified). IAW AFI 11-202V1 and AFI 11-202V2. **NOTE:** Loss of currency for more than 6 months for instructor certified events does not result in loss of any aircrew qualification. In these cases, crewmembers will accomplish training as directed by the squadron commander and be re-certified by an instructor.

4.6.2. Loss of/Re-Qualification to Instructor Status. Instructors will be decertified if:

4.6.2.1. They become non-current in an event/sortie which causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require decertification. If the SQ/CC does not elect this option or if the instructor becomes non-current in events/sorties, which do not require removal from CMR/BMC status, instructor status may be retained, but the instructor will not instruct in that event/sortie until the required currency is regained.

4.6.2.2. They fail a flight evaluation. To regain instructor status the instructor must successfully complete a flight evaluation IAW AFI 11-202V2 and AFI 11-2HH-60V2.

4.6.2.3. They fail a qualification, instrument, or mission examination. To regain instructor status the instructor must successfully re-accomplish the written exam.

4.6.3. Aircrew members assigned to units north of the 60° parallel handle night/NVG currency as follows: Day sorties/events update night sortie/event currencies from 1 April to 30 September. Consider all inexperienced crewmembers non-current for all applicable night events/sorties on 1 October. Inexperienced crewmembers regain currency by demonstrating proficiency in delinquent events/sorties to an instructor. Unit commanders may consider other crewmembers non-current on 1 October.

4.6.3.1. NVG Currency does not need to be maintained from 1 April through 30 September to remain CMR, however, NVG currency must be regained by 31 October. To regain NVG currency,

the most appropriate instructors, as selected by the SQ/CC, will fly an NVG route. Other non-current crewmembers will regain currency by demonstrating proficiency to an instructor.

4.6.4. Aircrew members previously qualified as instructors or evaluators in the HH-60 may be re-qualified to instructor status. In this case, instructor training must be included in the re-qualification course and the re-qualification evaluation must check instructor performance as well as primary duty performance in the crew position.

4.7. Regression. Sortie lookback is a tool used to ensure CMR/BMC proficiency. Each crewmember must fly a minimum number of sorties per month to remain proficient. Lookback is a tool, which ensures that currencies are not used to drive proficiency. Refer to [Figure 4.1.](#), Lookback/Regression Flow Chart, for additional guidance.

4.7.1. CMR/BMC regression for failure to meet lookback (see [Table 1.1.](#) and [Figure 4.1.](#)). Only RAP training and Contingency Operations sorties may be used for lookback. If a crewmember does not meet lookback requirements throughout the training cycle (N/A for AETC), SQ/CCs can either regress the crewmember to N-CMR/N-BMC levels, as applicable, remove the crewmember from a CMR manning position, or initiate action to remove the crewmember from active flying status.

4.7.1.1. Failure to meet 1-month RAP/Contingency Operations sortie lookback requires review of the crewmember's 3-month sortie history. If the 3-month lookback has been met, crewmembers may, at SQ/CC discretion, remain CMR/BMC status. Failure to meet the 3-month lookback will result in regression to N-CMR/N-BMC status as appropriate, or the crewmember may be placed in probationary status for 1 month (ANG and AFRC 2 months) at the SQ/CC's discretion. If probation is chosen, the only way to remove a crewmember from probation and preserve the current status is to reestablish a 1-month lookback at the end of the probation period (see [Figure 4.1.](#)).

4.7.1.2. CMR/BMC crewmembers regressed to N-CMR/N-BMC for lookback must complete a SQ/CC approved re-certification program to return to CMR/BMC standards. Upon completion of the re-certification program, CMR/BMC crewmembers must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the re-certification program may be credited toward their total/type sortie and event requirements for the training cycle as well as for their monthly sortie requirement.

4.7.1.3. Lookback computations begin following completion of MQT. The crewmember must maintain 1-month lookback until 3-month lookback is established.

4.7.2. Crewmembers who fail an aircraft qualification, mission, or instrument evaluation will be handled IAW AFI 11-202V2. Crewmembers will regress to N-CMR/N-BMC, as applicable, until successfully completing required corrective action and reevaluation and are recertified by the SQ/CC as CMR/BMC.

4.7.3. (AETC) RAP lookback is only required if crewmembers deploying to augment an operational unit. Crewmembers must meet the 1-month lookback requirements for RAP sorties/events prior to deploying unless specifically waived by the requesting organization.

4.8. End-of-Cycle Requirements. Crewmembers who fail to complete sortie and or/event requirements of this instruction by the end of the training cycle may require additional training depending on the type and magnitude of the deficiency. Refer to [paragraph 4.9.](#) of this volume to see if some of these requirements can be prorated. In all cases, report training shortfalls IAW [paragraph 1.2.4.4.](#) of this volume.

4.8.1. Crewmembers who fail to meet the total RAP training cycle sortie requirements may continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if additional training is required.

4.8.2. Crewmembers who fail to meet Non-RAP training cycle sortie and/or event requirements may continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if additional training is required.

4.8.3. Failure to meet total RAP sortie type requirements will result in:

4.8.3.1. Regression to N-CMR/N-BMC if the SQ/CC determines that the sortie type deficiency is significant. To regain CMR/BMC the crewmember will complete all deficient sortie types. These sorties may be counted against the total requirements for the new training cycle.

4.8.3.2. Continuation at CMR/BMC if total RAP sorties and lookback are maintained and the sortie type deficiencies are deemed insignificant by the SQ/CC.

4.8.4. Failure to accomplish sorties required for Special Capabilities/Qualifications will result in loss of that certification/qualification. The SQ/CC will determine re-certification/qualification requirements.

4.9. Proration of End-of-Cycle Training Requirements. At the end of the training cycle, the SQ/CC may prorate all training requirements when duties not involving flying (DNIFs), emergency leaves, non-flying TDY/exercises, combat/contingency deployments, (ANG, AFRC: and/or mandatory training required for civilian employment) preclude training for a portion of the training period. Normal annual leave will not be considered as non-availability. Extended bad weather, which precludes the unit from flying for more than 15 consecutive days, may be considered as non-availability.

4.9.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

4.9.2. Proration is based on cumulative days of non-availability for flying during the training cycle. Use [Table 4.1](#) to determine the number of months to be prorated based on cumulative calendar days of non-availability.

4.9.3. If IQT or MQT is reaccomplished, a crewmember's training cycle will start over at a prorated share following completion of IQT/MQT.

Table 4.1. Proration Allowance.

CONSECUTIVE DAYS OF NON-FLYING	MONTHS OF PRORATION ALLOWED
0 – 15	0
16 – 45	1
46 – 75	2
76-105	3
106 – 135	4
136 – 165	5
166 – 195	6

Table 4.1. Continued.

CONSECUTIVE DAYS OF NON-FLYING	MONTHS OF PRORATION ALLOWED
196 – 225	7
226 – 255	8
256 – 285	9
286 – 315	10
316 – 345	11
Over 345	12

4.9.4. Example: Capt Jones was granted 17 days of emergency leave in January and attended SOS in residence from March through April for 56 consecutive calendar days. His SQ/CC authorized a total of 3 months proration from his training cycle (1 month for emergency leave and 2 months for SOS).

4.9.5. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.

4.9.6. Newly assigned/converted aircrew members and crewmembers achieving CMR/BMC after the 15th of the month are considered to be in CT on the first day of the following month for proration purposes. The prorated share of RAP sorties must be completed in CT.

4.9.7. Night, NVG, and air refueling (AR) requirements accomplished during MQT may be credited toward prorated CT requirements if accomplished during the cycle in which the crewmember was declared CMR/BMC, unless specified otherwise by the MAJCOM.

4.9.8. An aircrew member's last month on station prior to departing PCS may be prorated provided 1-month's proration is not exceeded. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

4.9.9. CMR crewmembers who attend USAFWS courses in TDY-and-return status and/or who participate in actual flying contingency operations may be reported throughout the TDY as CMR. Upon return, those crewmembers will accomplish a prorated share of sortie/event requirements (see [Table 4.1](#)).

4.9.10. Contingency Operations. Contingency operations can have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training opportunities while deployed can place a burden on the unit, forcing it to accomplish the majority of its CT program in a reduced period of time at home station. The following proration procedures are intended to provide flexibility in accomplishing the unit's CT program:

4.9.10.1. Normally, all sorties flown during contingency operations will be logged as contingency operations sorties. These sorties do not count toward RAP training cycle requirements, but may be used for lookback purposes. RAP events logged during contingency operations sorties do not count toward RAP training cycle requirements, but may be used to update currencies. Upon returning from contingency operations, units will prorate RAP sorties and events for the period of time each individual was deployed. In addition, proration is authorized for the deployment preparation and deployment recovery time where home station flying is reduced by the MAJCOM.

(ANG, AFRC: Individuals deployed for more than a 7 day period may prorate a 1 month portion of RAP sorties and events).

4.9.10.2. As the training quality of missions flown at contingency locations may vary considerably; WG/CCs are authorized to allow sorties that provided valid training to be logged as RAP sorties. Events accomplished on these sorties count toward RAP event requirements, and these sorties/events may not be prorated upon return to home station.

4.9.10.3. Upon return from contingency operations, proration is computed by calculating the sorties to be prorated for the entire deployment, and then subtracting the number of valid RAP sorties as authorized by the OG/CC. The result is the allowable sortie proration. Negative numbers equate to zero. Events will be prorated at SQ/CC discretion based on the events accomplished during valid RAP sorties.

4.10. Regaining CMR/BMC Status:

4.10.1. If CMR/BMC status is lost due to failure to meet the end-of-cycle training event requirements, re-qualification is IAW **paragraph 4.6.** of this volume.

4.10.2. If CMR/BMC status is lost due to failure to meet lookback, IAW **paragraph 4.7.**, the following applies (timing starts from the date the crewmember came off CMR/BMC status):

4.10.2.1. Up to 90 Days. The aircrew member must complete SQ/CC directed re-certification program in accordance with **paragraph 4.6.1.2.** In addition, all RAP event currencies must be regained.

4.10.2.2. 91-180 Days. Same as above, plus qualification and tactical written examinations.

4.10.2.3. 181 Days and Beyond. Reaccomplish MQT.

4.11. Example of the Lookback, Regression, Proration, and Re-Qualification Process:

4.11.1. Capt Smith is an inexperienced CMR pilot in ACC with a 1- and 3-month lookback requirement of 4 and 10 RAP sorties respectively. On Feb 3, he flew a NVG sortie prior to departing for a non-flying TDY staff tour for 2 months. He reported back for flight duty on 6 Apr. What is his status throughout his TDY and on his return?

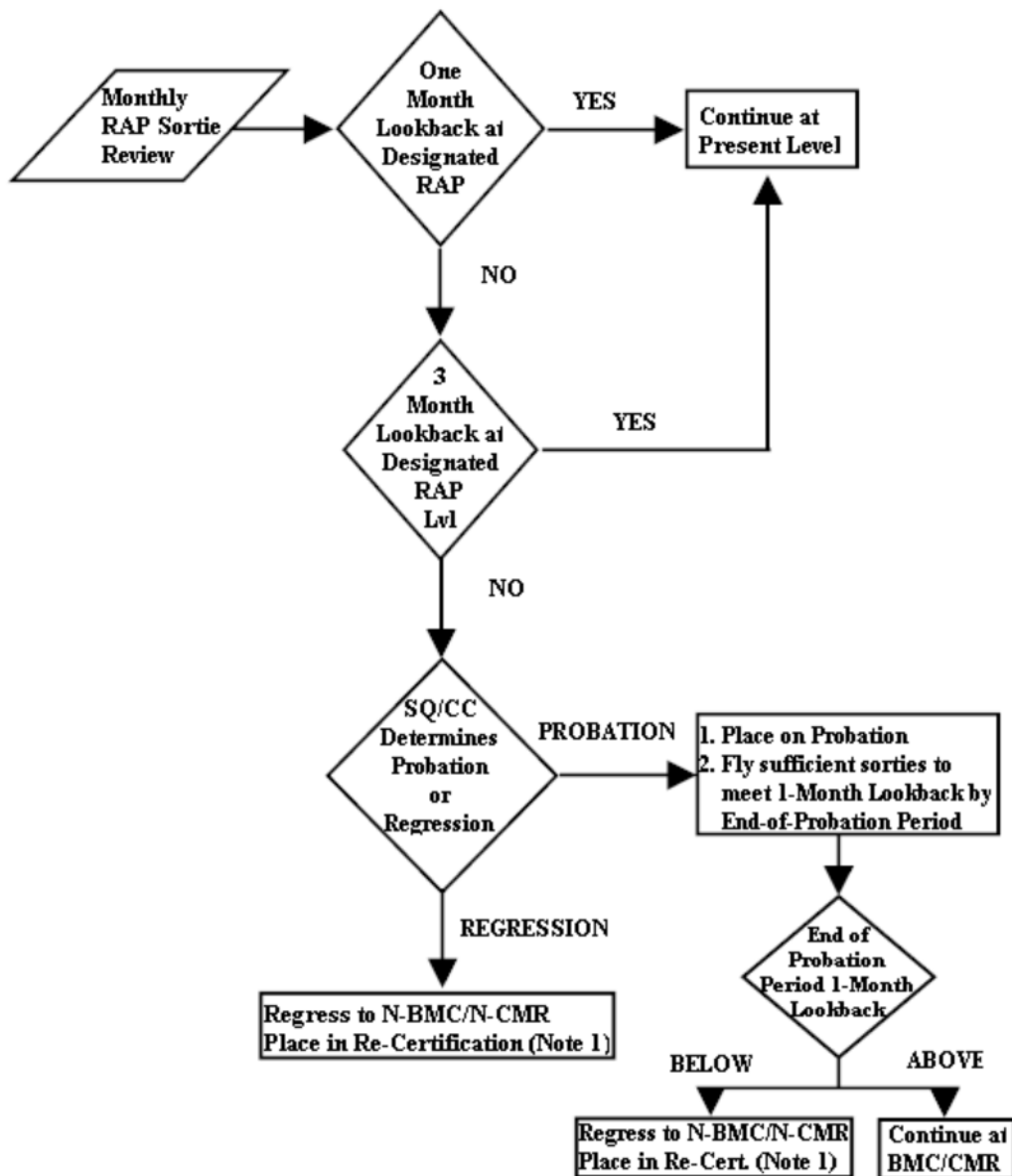
4.11.1.1. The SQ/CC wanted to list Capt Smith as a countable CMR pilot for reporting purposes throughout the TDY. Therefore, on 1 Mar, his Flt/CC performed the mandatory 1-month lookback (Feb) on Capt Smith. He only flew two RAP sorties, failing the 1-month lookback. The Flt/CC then performed a 3-month lookback (Dec, Jan, Feb). This showed that he flew only eight RAP sorties for this period. Had he flown two more sorties, his SQ/CC could continue Capt Smith as CMR. However, with eight sorties, Capt Smith did not meet the 3-month lookback for a CMR pilot. The SQ/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

4.11.1.2. On 1 Apr, Capt Smith's 1-month lookback (Mar) was zero sorties. The SQ/CC must now regress Capt Smith to N-CMR. In May, the SQ/CC will have to place him in a re-certification program. Upon completing this program, Capt Smith will need to reestablish his 1-month lookback by 1 June. Failing to do so would force him to be reported N-CMR 1 more month until the next lookback process on 1 July.

4.11.1.3. If he had returned on 22 Mar, and had last flown the helicopter 48 days ago, he could fly a non-demanding sortie to regain demanding sortie and currency. For CMR purposes, Capt Smith would need to fly four RAP sorties to recapture his 1-month lookback and get off probation. Although Capt Smith was still CMR in Mar, the SQ/CC flew him with an IP on his first NVG sortie in order to regain his NVG tactical currency.

4.11.1.4. At the end of the training cycle on 30 Jun, the SQ/CC prorated 2 months off Capt Smith's total requirements. In spite of this proration, Capt Smith was deficient in one RAP sortie category. The SQ/CC could regress Capt Smith to N-CMR if deemed significant. After accomplishing the tailored re-certification program (the deficient sorties), the SQ/CC would recertify Capt Smith to CMR. This sortie counts for the new training cycle.

Figure 4.1. Lookback/Regression Flow Chart.



NOTE: SQ/CC will approve a program to bring the aircrew member up to CMR/BMC standards. Prior to being considered CMR/BMC, the aircrew member must satisfy the subsequent 1-month lookback.

Table 4.2. Ground Training.

MOBILITY TRAINING These items are required for mobility units or units that generate in place				
SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	GROUNDING	AFFECT CMR/BMC
Chemical Defense Equipment Training-Ground Crew Ensemble (N/A CB, TF, and ADF coded units)	Initial and 12 Months	AFPD 32-40, AFI 32-4001, AFI 32-4002	No	Yes
Small Arms Training	Initial & Qual per para. A2.19. (ANG /AFRC: Requal every 3 yrs)	AFI 36-2226 (ANG: AFI 36-2226, ANG Sup 1)	No	Yes
ISOPREP	Review 6 Months	AFI 14-105	No	Yes
Intelligence Training	12 Months	AFI 14-105 and AFI 14-105 Sup 1	No	Yes
AIRCREW TRAINING				
Physiological Training	Every 5 yrs as applicable	AFI 11-403	Yes	No
Instrument Refresher Training (pilots only)	Periodic	AFMAN 11-210 and AFI 11-202V2 as supplemented	No	No
Life Support Training		AFI 11-301 as supplemented		
a. Egress Training	12 Months		Yes	No
b. Life Support: Equipment Training	12 Months		No	No
c. Combat Survival Training (CST) (N/A CB, TF, and ADF Coded units)	24 Months		No	Yes
d. Water Survival Training	24 Months		No	No
e. Local Area Survival Training	Initial		Yes	No
f. Underwater Egress Training	Initial		Yes	No
g. HEED Video Review	12 Months	Attachment 2	No	No

MOBILITY TRAINING These items are required for mobility units or units that generate in place				
SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	GROUNDING	AFFECT CMR/BMC
h. HEED Hands-On Training	24 Months	Attachment 2	No	No
Initial Chemical Warfare Defense Training-Aircrew Ensemble (N/A CB, TF, and ADF coded units)	Prior to 1 st CW flight	Attachment 2	No	Yes
Annual Chemical Warfare Defense CT-Aircrew Ensemble (N/A CB, TF, and ADF coded units)	12 Months	Attachment 2	No	Yes
Simulator Refresher Course (P/FE only)	Periodic	Attachment 2	Yes	Yes

Table 4.2. Ground Training. (Continued)

MOBILITY TRAINING				
These items are required for mobility units or units that generate in place				
SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	GROUNDING	AFFECT CMR/BMC
AIRCREW TRAINING				
Situational Emergency Procedures Training (SEPT)	Monthly	Attachment 2	Yes	No
Verification Training	18 months	Attachment 2	No	Yes (No BMC)
Weapons/Tactics Academics	12 Months	Attachment 2	No	Yes
Marshaling Exam	Initial & after PCS	AFI 11-218	No	No
Flying Safety Training	Once per Quarter	AFI 91-202	No	No
Supervisor Safety Training	Initial Only	AFI 91-301	No	No
Crew Resource Management	24 Months	AFI 11-290, Attachment 2	Yes	No
Anti-Hijacking Training	24 Months	AFI 13- 207 (FOUO)	No	No
Chaff/Flare Ground Familiarization	One-Time	Attachment 2 (Part of IQT)	No	Yes
Ground Gunnery Training (FE/AG)	12 Months	Attachment 2	No	Yes
Night Vision Device (NVD) Lab	One-Time	para 2.4. (part of IQT)	No	Yes
NVG Academic Training	12 Months	Attachment 2	Yes	No
Personnel/Equipment Delivery	One-Time	Attachment 2	No	No
Pyrotechnic Training (FE/AG)	Initial/12 Months	Attachment 2	No	Yes
AIR FORCE AWARENESS PROGRAM TRAINING				
Protection of the President	After a PCS	AFI 71-101V2	No	No
US/Russia Prevention of Dangerous Military Activities	Initial/12 Months and Predeployment	CJCSI 2311.01	No	No
Fire Extinguisher Training	Initial upon PCS	AFOSHSTD 91-56	No	No

MOBILITY TRAINING				
These items are required for mobility units or units that generate in place				
SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	GROUNDING	AFFECT CMR/BMC
Code of Conduct Training	12 Months	AFI 36-2209, AFI 14-105	No	No
Law of Armed Conflict	12 Months	AFPD 51-4, AFI 51-401	No	No
Substance Abuse	After PCS	AFI 44-121	No	No
Military Equal Opportunity Newcomers Orientation	After PCS	AFI 36-2706	No	No

Table 4.3. Non-RAP (Basic Skills) Training Cycle Requirements/Currencies (Inexperienced/Experienced).

HH-60 PILOT				
REQUIREMENT	BAQ	BMC	CMR	Remarks
Minimum Total Sorties	Currency	See Table 1.1.	See Table 1.1.	
Precision Approach	12	12	12	
Non-Precision Approach	12	12	12	
Remote Operations	4	N/A	N/A	
Student Profile Sortie	N/A	24	N/A	AETC Only
Proficiency Sortie	4	4	N/A	AETC Only
HH-60 FLIGHT ENGINEER				
Minimum Total Sorties	Currency	See Table 1.1.	See Table 1.1.	
Remote Operations	4	N/A	N/A	
Student Profile Sortie	N/A	24	N/A	AETC Only
Proficiency Sortie	4	4	N/A	AETC Only
HH-60 AERIAL GUNNER				
Minimum Total Sorties	Currency	See Table 1.1.	See Table 1.1.	
Student Profile Sortie	N/A	24	N/A	AETC Only
Proficiency Sortie	4	4	N/A	AETC Only

Table 4.4. Aircrew Currencies (Inexperienced/Experienced).

HH-60 PILOT/FLIGHT ENGINEER/AERIAL GUNNER					
EVENT	Crew Position	Currency	Affects CMR	To Regain Currency	NOTES
CDTQT	P, FE, AG	12 mo.	YES	Fly Event	3,8
Day Water Ops	P,FE,AG	90/120	YES	Fly Day or NVG Event	3,8
Formation	P,FE,AG	90	YES	Fly Day or NVG Event	1,3,8
NVG Formation	P,FE,AG	60/90	YES	Fly NVG Event	1,3,8,10
Air Refueling	P,FE,AG	180	YES	Fly Day or NVG Event	3,8
NVG Air Refueling	P	120	YES	Fly NVG Event	3,8,10
NVG Air Refueling	FE,AG	180	YES	Fly NVG Event	3,8,10
Low Level Ops	P,FE,AG	45/60	YES	Fly Day or NVG Event	2,3,8
Air Refueling Plug	Copilot	180	NO	Fly Event	12
NVG Air Refueling Plug	Copilot	120	NO	Fly Event	10,12
NVG Low Level Ops	P, FE, AG	45/60	YES	Fly NVG Event	2,3,8,10
Gunnery	FE, AG	60/90	YES	Fly Event	3,4,8
NVG Water Operations	P, FE, AG	45/60	NO	Fly NVG Event	2,3,8,10
Basic Sortie	P	45	NO	Any Sortie	
Basic Sortie	FE, AG	60	NO	Any Sortie	
Night Landing	P	90	NO	Fly Event	6
EP Sortie	P, FE	90	NO	Fly Event	9
Contact Sortie	P	90	NO	Fly Event	9
Remote Sortie	P	90	NO	Fly Event	5
Instrument Approach	P	45	NO	Precision/ Non-Precision	9
NVG Sortie	P, FE, AG	45/60	NO	Fly any NVG Sortie	2,8,10
AHC Sortie	P, FE, AG	12 mo.	YES	Fly Event	7
Cargo Sling	P, FE	365	NO	Fly Event	8
Hoist	FE	60	NO	Event	8
Rappel	FE, AG	90	NO	Event	8
Fast Rope	FE, AG	90	NO	Event	8
Rope Ladder	FE, AG	90	NO	Event	8
Stokes	FE	90	NO	Event	8
Hot Refueling	FE, AG	365	NO	Event	8

HH-60 PILOT/FLIGHT ENGINEER/AERIAL GUNNER					
EVENT	Crew Position	Currency	Affects CMR	To Regain Currency	NOTES
Proficiency Sortie	P, FE, AG	180	NO	Event	11
Shipboard Landings	P,CP,FE,AG		NO		13
<p>NOTES:</p> <ol style="list-style-type: none"> 1. ANG: 90/120 days. 2. ANG: 70 days. 3. Refer to Attachment 3 for event descriptions and requirements. 4. Live fire gunnery currency is required every 180 days (ANG: 365 days). Crewmembers qualified on more than one gun system will fire each weapon every 180 days (ANG: 365 days). 5. For BAQ remote certified pilots only. 6. May be unaided or on NVGs. Log only one landing for each basic sortie. Accomplish the landing between 30 minutes after official sunset to 30 minutes before official sunrise. 7. Crewmembers delinquent in AHC sortie will not fly tactical events without an instructor. 8. Not required for BAQ only crewmembers. 9. Crewmembers delinquent in EP sortie, contact sortie, or instrument approach currency must first regain currency with an instructor prior to accomplishment of other training sorties/ events. 10. NVG currencies satisfy both NVG and day currencies simultaneously. 11. AETC Only. 12. Plug certified copilots only. 13. Shipboard landing currency requirements will be IAW <i>Army/Air Force Deck Landing Qualification (MOU)</i>, January 2002. <p>NOTE: Sortie Currency. If any crewmember has not flown any sortie for a time period of 30 days or more, their next flight must be either a) non-demanding, or b) demanding so long as an instructor is onboard and in the same crew position. Refer to Attachment 3, Demanding Sortie, for requirements.</p>					

Chapter 5

SPECIALIZED TRAINING

5.1. General. This chapter outlines duties and responsibilities for units to upgrade, qualify, and maintain proficiency/currency for special capabilities and qualifications.

5.2. Aircraft Commander (AC) Upgrade. SQ/CCs will select only highly qualified, motivated, and responsible pilots for this program. If formal school quotas are not available, use formal school courseware for in-unit upgrade training. A waiver is not required for in-unit upgrade if a formal school quota is not available. In order to maintain an account of upgrade requirements, notify applicable MAJCOM/DOT on all in-unit upgrades.

5.2.1. The following minimum flying hours (**Table 5.1.**) are required prior to entering AC upgrade training. AC candidates must achieve applicable total time, helicopter time, and aircraft primary time prior to entering upgrade training. Pilots meeting the **Table 5.1.** requirements need not be qualified as a copilot first. Flying time does not include UPT-H and UPT student time or simulator time. Flying time must include only primary and secondary time. The hours prescribed in **Table 5.1.** are minimums and not intended to be the standard.

Table 5.1. Aircraft Commander Flight Experience Requirements.

RATED FLYING TIME	BASIC QUALIFICATION	MISSION QUALIFICATION A (Note 3)	MISSION QUALIFICATION B (Note 4)
Total Time (Notes 1, 2, 5, and 6)	175	400	700
HH-60G Time	50	150	100
NOTES: 1. Total flying time must be achieved prior to certification as an AC. HH-60G time does not include other time. For upgrade purposes, any H-60 variant counts toward HH-60G time. 2. Must have a minimum of 100 hours total NVG time prior to certification as a night mission AC. 3. Applies to mission copilots (MC) not previously helicopter qualified on initial upgrade to mission AC. 4. Applies to MC, previously qualified in other helicopter MDSs. 5. This table not applicable for AETC. 6. Waivers to these totals will be IAW paragraph 1.11. of this instruction.			

5.2.2. Copilots who are in AC upgrade may continue to fly as copilots with ACs on non-upgrade sorties.

5.3. Instructor Upgrade:

5.3.1. SQ/CCs will select only the most qualified aircrew members as instructors, considering ability, judgment, technical knowledge, skill, and experience. Instructor candidates must have completed Flight Instructor Preparatory (FIP) Course, Aircrew Instructor Training Course (AITC), or equivalent as a prerequisite to upgrade training. Unit commanders will personally review each instructor candidate's qualifications for the following minimum prerequisites:

5.3.1.1. Instructional Ability. All initial instructor upgrade candidates will complete training on the principles of instruction during the appropriate formal school upgrade course.

5.3.1.2. Judgment. The candidate must possess the judgment necessary to meet unexpected or induced emergencies and the ability to exercise sound judgment through mature realization of their own, their student's and the aircraft's limitations.

5.3.1.3. Personal Qualities. The candidate must have patience, tact, understanding and a desire to instruct others. Instructors and examiners must have a personality, which inspires and wins the respect of each student.

5.3.1.4. Technical Knowledge. The candidate must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures and, for pilots and engineers, the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors and examiners will be thoroughly familiar with the applicable portions of AFI 11-401; AFI 11-202V1, 2, and 3; AFI 11-2HH-60V2; this instruction; and operational procedures-series publications.

5.3.1.5. Flying Proficiency. Individuals selected must be qualified and current in specific design aircraft.

5.3.1.6. Flying Experience. Candidates must possess a reasonable background of flying experience to have developed desired standard of knowledge, judgment and proficiency. Normally, these qualities progress together. However, flying hours alone cannot be accepted as criteria for any one or all qualities.

5.3.2. Instructor Pilot. 100 hours primary/secondary time after upgrade to AC, of which 50 hours must be primary time in design and series aircraft prior to beginning instructor upgrade training. Instructor candidates must be AC qualified in the mission, event, and maneuver before instructor upgrade in the same mission, event, and maneuver.

5.3.3. Flight Engineers/Aerial Gunners must have a minimum of 1-year flight experience in assigned aircraft or 300 hours helicopter time, to include 100 hours NVG time. Instructor candidates must be qualified in the mission, event, and maneuver before instructing in the same mission, event, and maneuver.

5.3.4. AETC: The AETC FTU WG/CC will determine the minimum flight hours required for upgrade of permanent party exchange officer instructor candidates.

5.4. Instructor/Training Requirements. If formal school quotas are not available, use formal school courseware for in-unit upgrade training. A waiver is not required for in-unit upgrade if a formal school quota is not available. In order to maintain an account of upgrade requirements, notify applicable MAJ-COM/DOT on all in-unit upgrades. Instructor candidates will receive instructor training in all mission and

special missions they will instruct. Instructor evaluations will be in accordance with AFI 11-202V2 and this instruction.

5.5. FCF Training:

5.5.1. (ACC/ANG) Aircrew members will complete FCF training, certification, and recurring requirements IAW AFI 21-101, *Maintenance Management of Aircraft*, appropriate MAJCOM supplements thereto (ACC: ACCI 21-166, *Objective Wing Aircraft Maintenance*), and AFI 11-2HH-60V2.

5.5.2. (AETC) Crewmembers receiving initial FCF certification will complete a local check out program covering as a minimum AFI 13-201, *Air Force Airspace Management*; AFI 11-401; TO 1-1-300, *Acceptance/FCF and Maintenance Operational Checks*; TO 00-20-5, *Aircraft, Drone, Aircrew Training Device, Engine, and Air-Launched Missile Inspections, Flight Reports and Supporting Documents*; applicable -1 and -6 technical orders; applicable -6CF worksheets; and local FCF procedures.

5.5.3. Pilots will fly a representative sample of FCF profiles as a copilot prior to being designated "in command."

5.5.4. Pacific Air Forces (PACAF). Crewmembers will conduct FCF training IAW 18 OG/QA procedures.

5.5.5. Annotate completion on the AF Form 1381 or unit letter of certification (if used).

5.6. Flight Lead (FL) Upgrade. This program establishes the minimum guidelines for those ACs identified by the SQ/CC to upgrade to flight lead. FL training should place emphasis on 2-ship tactical employment.

5.6.1. Prior to entering FL upgrade training; AC candidates should have at least 50 flying hours after certification as a mission AC.

5.6.2. Ground Training. Ground training will be locally developed and should include, but is not limited to:

5.6.2.1. FL Responsibilities. FL/wingman relationship, tasked unit missions.

5.6.2.2. Mission Preparation. Mission objectives, desired learning objectives (DLOs), wingman requirements and responsibilities, currencies, capabilities, delegation of mission planning duties, tactics, CSARTF coordination, survivor recovery options, and briefing preparation.

5.6.2.3. Conduct of Flight Briefings and Debriefings. Objectives, DLOs, lessons learned, use of briefing guides and audiovisual aids, flight member involvement, briefing techniques, and debriefing/questioning techniques.

5.6.2.4. Conduct of Missions. Control of flight, flight discipline, EPs, training rules, and responsibilities to the SQ/CC.

5.6.2.5. In-flight Emergencies (IFEs) and Emergency Diverts.

5.6.3. Flight Training. Flight training will be conducted in accordance with a program approved by the SQ/CC. Missions may be flown in any order. The program outlined below provides a basic starting point and may be modified by squadron commanders based on unit needs and/or upgradee's previous experience, qualifications, and documented performance. SQ/CCs will determine which sorties are required based on a review of previous experience and unit mission, and may certify a flight lead with

appropriate restrictions based on training not accomplished (i.e. no AR, etc.). Two formation departures, a day or NVG formation aerial refueling, one CSARTF package, and two formation recoveries should be accomplished as a flight lead during the program. All Flight Lead Upgrade (FLUG) training will be under the supervision of an IP. FL training is an instructor certified event and must be annotated on the unit letter of certification or the AF Form 1381, *USAF Certification of Aircrew Training* in the individual's FEF.

5.6.3.1. FLUG-1, Day Tactical:

5.6.3.1.1. Mission Objectives. Practice leading and controlling a low threat two-ship survivor recovery mission.

5.6.3.1.2. Specific Mission Tasks. Briefing, formation takeoff and departure, AR procedures, low level ingress, reaction to threats, tactical formation maneuvering, use of CSARTF assets (may be simulated), survivor recovery options, low level egress, mission reconstruction, and debriefing.

5.6.3.2. FLUG-2, NVG Tactical:

5.6.3.2.1. Mission Objectives. Practice leading and controlling a low threat NVG two-ship survivor recovery mission.

5.6.3.2.2. Specific Mission Tasks. Briefing, formation takeoff and departure, NVG AR procedures, low level ingress, reaction to threats, tactical formation maneuvering, use of CSARTF assets (may be simulated), survivor recovery options, low level egress, mission reconstruction, and debriefing.

5.6.3.3. FLUG-3, NVG Tactical with Weapons (Certification Flight):

5.6.3.3.1. Mission Objectives. Practice leading and controlling a medium threat NVG two-ship survivor recovery mission.

5.6.3.3.2. Specific Mission Tasks. Briefing, formation takeoff and departure, range procedures, low level ingress, reaction to threats, tactical formation maneuvering, ordnance delivery, survivor recovery options, low level egress, mission reconstruction, and debriefing.

5.6.4. Following successful completion of FLUG-3, the SQ/CC will personally interview the upgrading AC and review flight lead responsibilities, scope of duties, authority, and philosophy. The SQ/CC will certify new flight lead's status, including any restrictions, in appropriate written format (e.g. certification letter).

5.7. Pre-Deployment Spin-up Training. This training will be conducted prior to deploying in support of contingency operations or exercises. The objective of this training is to ensure the crewmember's ability to conduct all missions in support of expected tasking. Tasked units are responsible to contact appropriate gaining command/operations to determine expected mission tasking (e.g., Concept of Operations, rules of engagement (ROEs), etc.). This assures the responding forces are prepared for the appropriate tasking and allows the responding OG/CC to tailor this training for the theater, threat, and tactics for the assigned task. The SQ/CC is then responsible for implementation of this spin-up, prosecute the required missions, and determine the specific requirements necessary to reach the desired level of proficiency. Emphasis will be placed on training needed for missions and tasks not accomplished in daily operations (e.g., FLIR usage for units not FLIR equipped). When training is required for a system not available to unit crewmembers, the SQ CC will use all available resources (e.g., Formal school training courseware,

computer based training, etc.) to accomplish the required training. This training will be conducted IAW all applicable publications.

5.7.1. Ground Training. All applicable crewmembers will complete academic training prior to deployment. Units will brief rules of engagement (ROE)/training rules, command and control, engagement authority and procedures, and visual identification.

5.7.2. Flying Training. Spin-up training will be tailored to ensure all deploying crewmembers are proficient, current, and qualified in all expected mission taskings.

5.8. NVG Water Operations Certification. SQ/CCs will select only highly qualified, motivated, and responsible crewmembers for this program, considering ability, judgment, technical knowledge, skill, and experience. Flight training will be conducted in accordance with a formal course syllabus or a program approved by the SQ/CC. Initial NVG Water Operations is an instructor certification.

5.8.1. Pilot. Perform procedures as outlined in the flight manual and other published directives. Demonstrate smooth and positive aircraft control during pattern/approach/ hover/takeoff. Minimal drift during the hover. Thoroughly aware of power requirements/limitations. Proper consideration of the wind/sea conditions and salt-water degradation. Closely monitor aircraft systems/instruments and aircraft flight path/position. As the non-flying pilot, identify, verbalize, and correct unplanned aircraft descents in the pattern/hover. Assist the pilot flying as briefed/required.

5.8.2. Copilot. Assist the pilot flying as briefed/required IAW the procedures outlined in the flight manual and other published directives. Call out deviations to the established procedures. Closely monitor aircraft systems/instruments and aircraft flight path/position. Identify, verbalize, and correct unplanned aircraft descents in the pattern/hover. Provide timely updates of the navigation system as directed by the pilot. If required to assume control of the aircraft in the hover, maintain smooth, positive aircraft control and minimal drift or execute an ITO, as required.

5.8.3. Flight Engineer/Aerial Gunner. Perform procedures as outlined in the flight manual and other published directives. Aware of computed power requirements/limitations. Deploy the appropriate equipment/people and provide clear and concise direction during pattern, approach, pickup, and departure. Effectively manage any equipment malfunctions and maintain situational awareness/crew coordination.

5.9. Helicopter Air Combat Maneuvering (ACM) Certification. This program establishes the guidelines for units to train for and participate in operations involving air threats both fixed wing (FW) and rotary wing (RW).

5.9.1. Certification for Helicopter ACM is required prior to conducting such operations/training in the unlimited maneuvering category described in AFI 11-214, *Aircrew, Weapons Director, and Terminal Attack Controller Procedures for Air Operations*. Initial Instructor Certification must be conducted by a USAFWS Graduate for all ACM events. For units with only one weapons school graduate, initial unit ACM certifications may be facilitated by requesting manpower assistance from the USAFWS/WSR division. Instructors certified by a USAFWS Graduate may provide training and certification to other unit crewmembers.

5.9.2. Ground Training. Ground training will be conducted by a qualified HH-60 Weapons School Graduate or certified instructor. Briefings on adherence to training rules (AFI 11-214, etc), energy

awareness, mission objectives, Desired Learning Objectives (DLOs), crew coordination, and flight safety must be conducted prior to any training.

5.9.3. Flight Training. Flight training for ACM is broken down into three building block approach sub phases: Basic Helicopter Maneuvering (BHM) 1 and 2; ACM 1 and 2 (Helo Vs Fixed wing); and ACM 3 and 4 (Helo Vs Helo). BHM 1 must be completed prior to ACM 1 and 2. BHM 1 and 2 must be completed prior to ACM 3 and 4. ACM 1 and 2 (Helo Vs FW) is not a prerequisite to ACM 3 and 4 and vice versa. Units not co-located with rotary wing adversaries may elect to only conduct training in BHM and ACM-FW.

5.9.3.1. BHM-1. Configuration: IP, P; 2 X HH-60; 2.5 hours duration.

5.9.3.1.1. Mission Objectives. Perform basic helicopter maneuvers necessary to defend against an air threat. Mission emphasis includes incorporation of aircraft handling characteristics (AHC) maneuvering, controlled scripted AFTTP 3-3V24, *Fundamentals--HH-60 Helicopters*; threat reactions; crew coordination; and standard AFTTP 3-1, *Mission Employment Tactics* terminology.

5.9.3.1.2. Specific Mission Tasks. Instructor briefs, pilot under instruction subject briefing, perform AHC warm-up maneuvers, conduct ranging exercise, perform head to head level turns, perform pitch back attack, perform counters to the pitch back attack, perform high and low yo-yo's, perform counters to the high and low yo-yo, perform tail-chase maneuvers, perform counters to the tail chase, IP conducts mission reconstruction and debriefing.

5.9.3.2. BHM-2. Configuration: IP, P; 2 X HH-60; 2.5 hours duration.

5.9.3.2.1. Mission Objectives. Perform the basic helicopter maneuvers necessary to defend against an air threat. Mission emphasis includes incorporation of AHC maneuvering, controlled scripted AFTTP 3-1V24 threat reactions, crew coordination, and standard AFTTP 3-1 terminology.

5.9.3.2.2. Specific Mission Tasks. Pilot under instruction; briefs mission, provides BHM subject briefing, performs AHC warm-up maneuvers, conducts ranging exercise, performs head to head level turns, performs pitch back attack, performs counters to the pitch back attack, performs high and low yo-yo's, performs counters to the pitch back attack, performs counters to the high and low yo-yo, performs tail-chase maneuvers, performs counters to the tail chase, and conducts mission reconstruction and debriefing.

5.9.3.2.3. Following successful completion of BHM-1 and BHM-2, the pilot and crew are certified to conduct BHM IAW their respective crew position. Basic Helicopter Maneuvering is a BHM Certified Instructor event and must be documented on the unit letter of certification or AF Form 1381 in the individual's FEF.

5.9.4. ACM-1 (HELO vs. FW). Configuration: IP, P; 2.5 hours duration; 2 X HH-60, APR-39, ALQ-144; Desired: M-130 chaff X 1 module; 2 X side firing weapons; AN/AAQ-16B, 2 X FW aggressors.

5.9.4.1. Mission Objectives. Perform helicopter versus fixed-wing defensive maneuvers. Crews will break contact with the threat aircraft or maneuver into a defensive posture.

5.9.4.2. Specific Mission Tasks. Instructor briefs, conducts adversary coordination briefing, perform AHC, Tactical Flight Maneuvering (TFM), and BHM warm-up maneuvers; perform ranging

exercise, perform single-ship frontal and rear defensive maneuvers, perform formation frontal and rear defensive maneuvers, perform formation random defensive maneuvers, Instructor provides reconstruction and debriefing.

5.9.5. ACM-2 (HELO vs. FW). Configuration: IP, P; 2.5 hours duration; 2 X HH-60, APR-39, ALQ-144. Desired: M-130 chaff X 1 module; 2 X side-firing weapons; AN/AAQ-16B, 2 X FW aggressors.

5.9.5.1. Mission Objectives. Perform helicopter versus fixed-wing defensive maneuvers. Crews will break contact with the threat aircraft or maneuver into a defensive posture.

5.9.5.2. Specific Mission Tasks. Pilot under instruction briefs mission, conducts adversary coordination brief, performs AHC, TFM, and BHM warm-up maneuvers; apply defensive maneuvering principles in a helicopter versus fixed-wing scenario; perform frontal and rear defensive maneuvers; perform simulated survivor recoveries in an area patrolled by fixed-wing aggressors; conducts mission reconstruction and debriefing.

5.9.5.3. Following successful completion of ACM-1 and ACM-2, the pilot and crew are certified to conduct ACM versus FW aggressors in the unlimited maneuvering category as described in AFI 11-214. ACM versus FW (ACM-FW) is an ACM-FW Instructor Certified Event and must be documented on the unit letter of certification or the AF Form 1381 in the individual's FEF.

5.9.6. ACM-3 (HELO vs. HELO). Configuration: IP, P; 2.5 hours duration; 2 X HH-60; ALQ-144. Desired: APR-39, M-130 chaff X 1 module, 2 X side-firing weapons, AN/AAQ-16. Support: 2 X Rotary-Wing aggressors.

5.9.6.1. Mission Objectives. Perform helicopter versus helicopter defensive maneuvers. Crews will break contact with the threat aircraft or maneuver into a defensive posture.

5.9.6.2. Specific Mission Tasks. Instructor briefs mission, conducts adversary coordination brief, conducts AHC, TFM, and BHM warm-up maneuvers; performs ranging exercise, performs single ship frontal and rear defensive maneuvers; performs formation frontal and rear defensive maneuvers; performs formation random defensive maneuvers; instructor conducts mission reconstruction and debriefing.

5.9.7. ACM-4 (HELO vs. HELO). Configuration: IP, P; 2.5 hours duration; 2 X HH-60; ALQ-144. Desired: APR-39, M-130 chaff X 1 module, 2 X side-firing weapons, AN/AAQ-16. Support: 2 X Rotary-wing aggressors.

5.9.7.1. Mission Objectives. Perform helicopter versus helicopter defensive maneuvers. Crews will break contact with the threat aircraft or maneuver into a defensive posture.

5.9.7.2. Specific Mission Tasks. Pilot under instruction briefs mission; conducts adversary coordination brief; performs AHC, TFM, and BHM warm-up maneuvers; performs formation frontal and rear defensive maneuvers; performs simulated survivor recoveries in an area patrolled by aggressor helicopters; conducts mission reconstruction and debriefing.

5.9.7.3. Upon successful completion of ACM-3 and ACM-4 Helicopter versus Helicopter, the crews will be certified to conduct ACM versus helicopter (ACM-RW) training. ACM versus RW is an ACM-RW instructor certified event and must be documented on the unit letter of certification or the AF Form 1381 in the individual's FEF.

5.10. Additional Certifications. The following are instructor certified events. Annotate completion of these events on the AF Form 1381 or unit letter of certification (if used).

5.10.1. Additional Gun System Certification. Without compromising safety:

5.10.1.1. Demonstrate the ability to preflight, arm, acquire, effectively engage the target, and dearm the weapon.

5.10.1.2. Demonstrate the ability to identify and clear weapons malfunctions in a timely manner IAW the appropriate operating manuals.

5.10.2. Cargo Sling Certification. Perform cargo sling operations IAW the flight manual and other applicable directives. Demonstrate smooth, positive aircraft control (FE: Clear/Concise hover inputs). Maintain awareness of power requirements/limitations, sling length, required hover heights and aerodynamic characteristics of the load. Demonstrate safe, expeditious load hookup and knowledge of sling EPs.

5.10.3. Day Water Operations Certification. Perform day water operations IAW the procedures outlined in the flight manual and other published directives.

5.10.3.1. Pilot. Demonstrate smooth, positive aircraft control with minimal drift during the hover phase. Maintain awareness of power requirements/limitations and wind/sea conditions. When acting as the non-flying pilot, closely monitor and call out aircraft systems/instruments and aircraft flight path/position and assist the pilot flying as briefed/required.

5.10.3.2. Flight Engineer/Aerial Gunner. Provide clear and concise direction during approach, pickup, and departure. Deploy the appropriate pyrotechnics/equipment/personnel. Maintain awareness of power requirements/limitations and wind/sea conditions. Demonstrate knowledge of the types of pyrotechnics and their characteristics.

5.10.4. FLIR Certification. Complete an academic, procedural, and flying certification program. Demonstrate the ability to safely operate the FLIR system. Demonstrate an understanding of the limitations of the system and its operation in normal and degraded modes IAW the flight manual and other published directives.

5.10.5. Hot Refueling Certification. Complete all required academic and procedural training required by the appropriate directives. Perform Hot Refueling operations IAW the flight manual. Perform fire-guard or hose deployment duties (as required) IAW appropriate directives.

5.10.6. Flight Engineer/Aerial Gunner Air Refueling Certification. Accomplish air refueling operations, both day and night, IAW the flight manual and published directives. Perform scanner duties as required/briefed for the rendezvous, join-up and contacts. Monitor fuel transfers. Demonstrate understanding of air refueling light signals.

5.10.7. Day Confined Area/Day Remote Operations Certification. Perform confined area/remote operations IAW the procedures outlined in the flight manual, operational manual, and other published directives.

5.10.7.1. Pilot. Demonstrate smooth, positive aircraft control during the reconnaissance, approach, hovering, landing and takeoff. Maintain awareness of power requirements/limitations, site training restrictions, terrain features and wind conditions. Perform a thorough site evaluation. Select an appropriate approach path/angle for the given terrain features, wind, and LZ conditions. Maintain a rate of descent during the approach that is within limits. When acting as the non-flying

pilot, closely monitor the aircraft systems/instruments and aircraft flight path/position and assist the flying pilot as briefed/required.

5.10.7.2. Flight Engineer/Aerial Gunner. Provide clear, concise and positive direction to the pilot during the reconnaissance, approaches, landings, and departure. Ensure aircraft clearance from obstacles. Compute the required TOLD (FE). Maintain awareness of power margin/limitations and site training restrictions. Demonstrate knowledge of the types of pyrotechnics and their characteristics.

5.10.8. Engine Run Certification (FEs). Accomplish required aircraft inspections and perform actual engine start, run-up, and shutdown procedures IAW the flight manual and applicable directives. Demonstrate familiarity with cockpit switch locations IAW the flight manual and applicable directives. Demonstrate a thorough knowledge of applicable EPs and aircraft limitations.

5.10.9. AHHS System Certification. Completed an academic, procedural, and flying orientation program IAW AFI 11-2HH60V1. Demonstrate a thorough knowledge of the AHHS system and the ability to safely operate the system in all phases of flight.

5.10.10. NVG Emergency Procedures IP Certification. EPs at night will be accomplished IAW AFI 11-2HH-60V3 and under the supervision of an IP certified by the squadron commander. No other crew positions require night EP certification.

5.10.10.1. Squadron commanders will designate the most experienced IPs as initial cadre. This initial cadre will train other IPs in conducting practice EPs at night. Training will be conducted IAW the syllabus located on the ACC/DOTO, Rescue web page, <https://do.acc.af.mil/dot/doto/index.htm>. Squadron commanders will determine the number of IPs to train. Track training accomplishment on the unit Letter of Xs and on AF Form 1381.

5.10.10.1.1. Aircrew non-current for EPs must regain currency on a daytime EP sortie prior to accomplishing night EPs.

5.10.10.1.2. There is no currency associated with night EPs, nor does accomplishing night EPs count toward EP currency.

5.10.11. Copilot Air Refueling Plug Certification. Accomplish air refueling operations, day and night, IAW the procedures outlined in the flight manual and other published directives. Demonstrate smooth and positive aircraft control during contact/disconnect/crossover. Accomplish contacts in a timely fashion, with controlled misses (if applicable).

5.10.12. Shipboard Operations Certification. SQ/CCs will select only highly qualified, motivated, and responsible aircrew members for this program, considering ability, judgment, technical knowledge, skill, and over water experience. Flight/ground training will be conducted in accordance with Memorandum of Understanding (MOU), *Army/Air Force Deck Landing Qualification* (MOU between The Department of the Navy and The Departments of the Army and the Air Force), RAP tasking message, and local directives. **NOTE:** For clarification, Shipboard Operations Certification equates to Deck Landing Qualification as referenced in the MOU.

5.10.13. NVG Water Operations Scanner Certification. This certification applies to any crewmember occupying the AG position during NVG water ops who will not attain full NVG water ops certification. Certification will consist of instructor led ground training and a certification flight. As a minimum, review patterns, chem light usage, hover references, salt spray, depth perception, and voice

procedures during the training. An instructor FE/AG will conduct training. Annotate completion of these events on the unit letter of certification or AF Form 1381.

CHARLES F. WALD, Lt General, USAF
DCS/Air & Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

ACCI 21-166, *Objective Wing Aircraft Maintenance*

AFI 10-707, *Spectrum Interference Resolution Program*

AFI 10-704, *Military Deception Program*

AFI 11-202V1, *Aircrew Training*

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFI 11-214, *Aircrew, Weapons Director, and Terminal Attack Controller Procedures for Air Operations*

AFI 11-218, *Aircraft Operation and Movement on the Ground*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 11-2HH-60V2, *HH-60--Aircrew Evaluation Criteria*

AFI 11-301, *Aircrew Life Support (ALS) Program*

AFI 11-401, *Flight Management*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 13-201, *Air Force Airspace Management*

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*

AFI 14-105, *Unit Intelligence Mission and Responsibilities*

AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination*

AFI 21-101, *Maintenance Management of Aircraft*

AFI 31-207, *Arming and Use of Force by Air Force Personnel*

AFI 32-4001, *Disaster Preparedness Planning and Operations*

AFI 32-4002, *Hazardous Material Emergency Planning and Response Program*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2209, *Survival and Code of Conduct Training*

AFI 36-2226, *Combat Arms Program*

AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 91-201, *Explosives Safety Standards*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Prevention, and Health (AFOSH) Program*

AFM 171-190V2, *Air Force Operations Resource Management System*

AFMAN 37-139, *Records Disposition Schedule*

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-4, *Aviation Service*

AFPD 32-40, *Disaster Preparedness*

AFTTP 3-1, *Mission Employment Tactics*

AFTTP 3-3V24, *Fundamentals--HH-60 Helicopters*

Joint Publication 3-04.1, *Joint Tactics, Techniques and Procedures for Shipboard Helicopter Operations*

Education and Training Course Announcements (ETCA) Web Site: <http://hq2af.keesler.af.mil/etca.htm>

Abbreviations and Acronyms

ABCCC—Airborne Battlefield Command and Control Center

AC—Aircraft Commander

ACBT—Air Combat Training

ACC—Air Combat Command

ACDE—Aircrew Chemical Defense Ensemble

ACM—Air Combat Maneuvering/Additional Crew Member

ACT—Aircrew Combat Tactics/Aircrew Coordination Training

AF—Air Force

AFOSH—Air Force Occupational Safety and Health

AFRC—Air Force Reserve Command

AFSC—Air Force Specialty Code

AG—Aerial Gunner

AGL—Above Ground Level

AHC—Aircraft Handling Characteristics

AHO—Above Highest Obstacle

AIE—Alternate Insertion or Extraction

ANG—Air National Guard

API—Aircrew Position Indicator

AR—Air Refueling

ARMS—Aviation Resource Management System

ATD—Aircrew Training Device

BAQ—Basic Aircraft Qualification

BFM—Basic Fighter Maneuvers/Maneuvering

BHM—Basic Helicopter Maneuvering
BMC—Basic Mission Capable
C&R—Collection and Reporting
CAF—Combat Air Forces
CAS—Close Air Support
CB-Coded—Designated Test Aircraft
CC—Commander
CD—Chemical Defense/Deputy Commander
CDTQT—Chemical Defense Task Qualification Training
CG—Director ANG Forces
CIRVIS—Communication Instructions for Reporting Vital Intelligence Sighting
CMR—Combat Mission Ready
COMSEC—Communications Security
CP—Copilot
CPT—Cockpit Procedures Trainer
CRM—Cockpit/Crew Resource Management
CSAR—Combat Search and Rescue
CSARTF—Combat Search and Rescue Task Force
CT—Continuation Training
CV—Vice Commander
CW—Chemical Warfare
DLO—Desired Learning Objectives
DOC—Designed Operational Capability
DRU—Direct Reporting Unit
E&R—Evasion and Recovery
EC—Electronic Combat
ECCM—Electronic Counter Countermeasures
ECM—Electronic Countermeasures
EP—Emergency Procedure
ETCA—Education and Training Course Announcements
E—W—Electronic Warfare
FAC—Forward Air Controller

FCF—Functional Check Flight
FE—Flight Engineer
FEB—Flying Evaluation Board
FEF—Flying Evaluation Folder
FL—Flight Lead
FLIR—Forward Looking Infrared
FLUG—Flight Lead Upgrade
FS—Flight Surgeon
FSDT—FLIR Step Down Training
FTU—Formal Training Unit
FW—Fighter Wing/Fixed Wing
GP—General Purpose/Group
HEED—Helicopter Emergency Escape Device
HHQ—Higher Headquarters
IAW—In Accordance With
ICWT—Initial Chemical Warfare Training
IF—Instructor Flight Engineer
IFE—Inflight Emergency
IFF—Identification Friend or Foe
IMC—Instrument Meteorological Conditions
INFLTREP—In-flight Report
INTREP—Intelligence Report
IOC—Initial Operational Capability
IP—Instructor Pilot or Initial Point
IQT—Initial Qualification Training
IRC—Instrument Refresher Course
LASDT—Low Altitude Step Down Training
LMQT—Local Mission Qualification Training
MAJCOM—Major Command
MC—Mission Copilot
MDS—Mission Design Series
MIJI—Meaconing, Interference, Jamming and Intrusion

MP—Mission Pilot
MTL—Master Task Listing
N/A—Not Applicable
NAF—Numbered Air Force
NCO—Noncommissioned Officer
NGB—National Guard Bureau
NLT—Not Later Than
NVD—Night Vision Device
NVG—Night Vision Goggles
OFT—Operational Flight Trainer
OG—Operations Group
OPR—Office of Primary Responsibility
PACAF—Pacific Air Forces
PAI—Primary Aircraft Inventory
PCA—Permanent Change of Assignment
PCS—Permanent Change of Station
PFT—Programmed Flying Training
PMAI—Primary Mission Aircraft Inventory
PTAI—Primary Training Aircraft Inventory
PTT—Partial Task Trainer
RAP—Ready Aircrew Program
ROE—Rules of Engagement (Combat only)
RPL—Required Proficiency Level
RQS—Rescue Squadron
SAR—Search and Rescue
SEFE—Stan/Eval Flight Examiner
SELO—Stan/Eval Liaison Officer
SEPT—Situational Emergency Procedure Training
SOF—Supervisor of Flying
SQ/CC—Squadron Commander
TDY—Temporary Duty
TES—Test and Evaluation Squadron

TFM—Tactical Flight Maneuvering

TF-Coded—Designated Training Aircraft

TK—Threat Knowledge

TO—Technical Order

TOT—Time On Target

TX—Transition

UET—Underwater Egress Training

UMD—Unit Manning Document

USAF—United States Air Force

UTE—Utilization Rate

VMC—Visual Meteorological Conditions

WG—Wing

WIC—Weapons Instructor Course

WS—Weapons School

WSR—Weapons School, HH-60 Division

WST—Weapon System Trainer

WX—Weather

Terms

Academic Training—A course of instruction that includes but is not limited to classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal and emergency procedures. Academic courses are designed to prepare students for simulator/flight training and normally completed prior to commencing that training.

Aircraft Commander (AC)—The aircrew member designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission. Also called **AC. (JP 1-02)**.

Aircraft Handling Characteristics (AHC)—An AHC sortie consists of the following tasks: (1) energy management; (2) vertical maneuvering; (3) horizontal maneuvering; (4) advanced handling maneuvers; (5) low-level operations; (6) specific excess power (P s) maneuver.

Aircrew Training Device (ATD)—Hands-on training aids that include cockpit procedure trainers (CPT), part task trainers (PTT), weapons systems trainers (WST), operational flight trainers (OFT), or simulators.

Aircrew Training System (ATS)—An integrated qualification, upgrade, and continuation-training program for aircrew members. Civilian contractors conduct most academic and ATD training; Air Force conducts all flight training.

Attrition Sortie—A sortie planned and launched as a RAP training sortie, Non-RAP sortie, or collateral sortie, that, due to some circumstance (weather, inflight emergency (IFE), maintenance, etc.), fails to accomplish the planned mission. It is imperative that unit's log these sorties properly. Improper

accounting of these sorties will result in improper sortie allocation, stresses to the unit schedule, and negative impacts to the quality of unit training programs.

Basic Aircraft Qualification (BAQ)—A status of an aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to fly the unit aircraft. BAQ crewmembers are authorized to fly transition, instruments, supervised EPs, and non-tactical unit missions to depicted and surveyed helipads or airports. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. BAQ will only be carried by crewmembers until completion of MQT. BAQ is not a permanent qualification except for General Officers above the wing level, and any other crewmembers specifically authorized by MAJCOM/XO/DO (AETC: FTU WG/CC). Crewmembers are not authorized to perform RAP tasked combat events/sorties without instructor crewmember or SQ supervisor supervision.

Basic Mission Capable (BMC)—The status of an aircrew member who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions but does not maintain CMR status. Aircrew member accomplishes training required to remain familiarized in all, and may be qualified and proficient in some, of the primary missions of their weapon system and unit. These crewmembers may also maintain special capabilities. (Refer to **paragraph 4.3.** of this volume.)

Certification—The process of certifying aircrew member tactical employment and special weapons capabilities, procedures, and rules.

Combat Mission Ready (CMR)—A status of an aircrew member who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions, and maintains qualification and proficiency in these missions. All active duty Aircrew Position Indicator (API)-1/2's, Squadron Commander, Operations Officers, and OG/CC designated API-6 manning positions are required to maintain this qualification level. **EXCEPTION:** If a unit is over-manned, they may elect to train the front line of their UMD to CMR with the overage designated as BMC. At least 50% of the crewmembers selected for CMR must be inexperienced, if available. (Refer to **paragraph 4.3.**)

Combat Search and Rescue Task Force (CSARTF)—All forces committed to a specific combat search and rescue operation to search for, locate, identify, and recover isolated personnel during wartime or contingency operations. This includes those elements assigned to provide command and control and protect the recovery vehicle from enemy air or ground attack. Also called **CSARTF. (JP 1-02)**

Continuation Training (CT)—Training to maintain proficiency and improve crewmember capabilities to perform unit missions and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to CMR and BMC crewmembers.

Crew Resource Management (CRM)—Training concept that emphasizes team effectiveness by enhancing individual and aircrew performance in communication, situational awareness, effective leadership and management, and crew coordination. (AFI 36-2243)

Currency—The minimum frequency required to perform an event or sortie safely.

Demanding Sortie—Sorties that task the aircrew to the extent that flying frequency and continuity are most critical. SQ/CCs may add sorties/events to the demanding sortie list, depending on unit taskings and the individual's capabilities. Also, see Non-demanding Sortie.

Direct Supervision—An aircrew member is considered under direct supervision when flying with an instructor in the same crew position. For pilots the IP must occupy one of the pilot seats and for other crewmembers the instructor must be readily available to assume the primary duties if required.

Event—The accomplishment of a specific training element, function, or task (e.g., Formation, AR, NVG Water Operations, etc.)

Experienced Aircrew (Exp)—Aircrew members are considered experienced after acquiring the flight time listed in [Table A1.1](#).

Table A1.1. Experienced Aircrew (Exp).

AIRCRAFT CREW POSITION HH-60G	HH-60G TIME (primary/secondary)	HH-60G TIME (previously helicopter qualified)	NVG TIME ⁴
Copilot ¹	150	100	75
Aircraft Commander ²	100	50	120
Flight Engineer ³	200	100	100
Aerial Gunner ³	200	100	100

NOTES:

1. After attaining MC qualification
2. After attaining mission pilot (MP) qualification
3. After attaining MF/MG qualification
4. Pending adequate NVG total time documentation in a USAF approved flight time management program, HH-60 crewmembers may equate 90% of their total night time (for pilots total night time may be derived by doubling primary night time recorded in ARMS) from their initial NVG qualification date (initial NVG qualification date may have been in a different MDS), as their total NVG time. Document this amount of total NVG flight time in ARMS until a change to the AFTO Form 781, ARMS Aircrew/Mission Flight Data Document, is effected and a permanent USAF NVG flight time management program exists.

Flight Lead (FL)—As designated on flight orders, the individual responsible for overall conduct of the mission from preflight preparation/briefing to post flight debriefing, regardless of actual position within the formation.

Formal School Courseware—Training materials and programs developed for training aircrew members at formal schools.

Formation—An ordered arrangement of two or more ships, units, or aircraft proceeding together under a commander. The aircraft commander assumes responsibility for the aircraft's position relative to others flying in the same formation.

Inexperienced Aircrew (Inexp)—Aircrew members who do not meet Experienced Aircrew criteria (see "Experienced Aircrew").

Initial Qualification Training (IQT)—Training, IAW FTU course syllabus, to qualify the crewmember in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for (BAQ).

Local Mission Qualification Training (LMQT)—Unit developed training program that upgrades newly assigned crewmembers to BMC/CMR.

Lookback—Lookback is a tool used to ensure CMR/BMC proficiency. Each crewmember must fly a minimum number of sorties per month to remain proficient. Lookback is a tool, which ensures that currencies are not used to drive proficiency.

Low-Level Operations—For helicopters flight training conducted below 500 feet AGL.

Mission Qualification Training (MQT)—Training required to achieve competence in the unit's primary tasked missions. This training is a prerequisite for CMR or BMC status. MQT begins at the FTU where most mission tasks common to all units are completed, and finishes when the crewmember completes unit specific LMQT mission tasks.

Night Sortie—For helicopters, to credit a night sortie or NVG sortie, crewmembers must log a minimum of 1 hour of nighttime, and for pilots 1/2 hour must be primary. Nighttime will not include the 1/2 hour prior to official sunrise or 1/2 hour after official sunset.

Night Vision Goggle (NVG) Water Operations—Water operations performed at night using NVGs.

Non-Demanding Sortie—A day sortie that provides the aircrew with the opportunity to regain basic flying proficiency without excessively tasking those skills that have been under used during the non-flying period. SQ/CCs may delete sorties/events from the non-demanding sortie list, depending on unit tasking and the individual's capabilities.

Operational Flight Trainer (OFT)—A training device, which dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, war fighting tasks, and skill integration training.

Operational Mission—Any mission not designated as a unilateral training mission.

Primary Aircraft Inventory (PAI)—Aircraft authorized for performance of the operational mission. The PAI forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAI required to meet their assigned missions (see AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination*). Includes primary mission aircraft inventory (PMAI) and primary training aircraft inventory (PTAI).

Proficiency—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

Profile—A combination of training events that are flown together to receive credit and logged under one ARMS entry.

Qualification—Aircrew member has demonstrated capability to operate the aircraft and/or equipment safely and effectively during all phases of the mission.

Remote Certification—A non-tactical qualified crewmember who has completed remote training and is authorized to conduct remote operations.

Required Proficiency Level (RPL)—The level at which a student must perform at a particular phase of training. Use grading standards and definitions for task performance and task knowledge as defined in the formal school syllabi.

Situational Emergency Procedures Training (SEPT)—A discussion and review of abnormal/EPs and

aircraft systems operations/limitations based on realistic scenarios.

Specialized Training—Training in specialized tactics, weapon systems, or flight responsibilities such as flight lead, instructor, NVG water ops, etc. This training may be conducted in MQT or CT as required.

Squadron Supervisor—Squadron Commander, Operations/Assistant Operations Officer or Flight CC (ANG: Air Operations Supervisor).

Tactical Deception—Any activity designed to mislead the enemy operational commander by manipulating, distorting, or falsifying evidence, thereby inducing the enemy to act in a manner favorable to our interests or desires (see AFI 10-704).

Tactical Mission—A mission designed to penetrate and operate within a combat or threat environment.

Training Cycle—The aircrew training cycle is 12 months: 1 Oct through 30 Sep. AFRC and ANG training cycle is: 1 Jul through 30 Jun. (Frequency: 6 Months—Expiration date is the last day of the 6th month of the half-cycle. 12 Months—Expiration is the last day of the training cycle. 24 Months—Expiration date is the last day of the second training cycle.) Units will complete training requirements during the appropriate training cycle unless exceptions are specifically stated.

Verification—Applies to procedure aimed at verifying and refreshing aircrew member tactical employment knowledge, emphasizing conventional operations and mobile targets. Verification is conducted in both initial and follow-on phases.

Attachment 2

GROUND TRAINING REQUIREMENTS DESCRIPTIONS

A2.1. General. This attachment describes requirements for ground training events.

A2.2. Anti-Hijacking Training. This requirement provides crewmembers with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking). This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*; and a unit developed criterion test. Supervisory personnel above squadron level maintaining mission qualification do not require this item.

A2.3. Authentication Systems/Operations Codes. Units required to use authentication systems or operations codes will develop appropriate local training programs. One source of information is Communications Security (COMSEC) Publication AFKAO-5, *Instructional Guide for Operations Codes*. It is a confidential item available from the local base COMSEC custodian (reference AFSSI 4005).

A2.3.1. Pilots, flight engineers, and aerial gunners will maintain proficiency in the use of those operations codes and authentication systems required for their respective theaters of operations.

A2.3.2. Supervisory personnel above squadron level maintaining mission qualification do not require this item.

A2.4. Chaff/Flare Familiarization Training. Initially brief all crewmembers on the location and operation of the chaff/flare release switches. Crewmembers will receive one-time academic training on the operation of the chaff/flare systems through attendance at the formal school Phase II training or in-unit. All necessary system information for developing an in-unit academic training program is contained in the aircraft flight manual. **EXCEPTION:** Not required for units that do not have chaff/flare-equipped aircraft.

A2.5. Code of Conduct Continuation Training (CoCCT). CoCCT will be conducted IAW AFI 36-2209, *Survival and Code of Conduct Training*, AFI 14-105, *Unit Intelligence Mission and Responsibilities*, and MAJCOM supplements. ACC Supervisory personnel above squadron level maintaining mission qualification do not require this item. SERE CoCCT will be a coordinated Intelligence, Life Support, and Survival effort. Generally, training areas of responsibility will include:

A2.5.1. Life Support: Emergency egress, UET, and personal survival equipment.

A2.5.2. Intelligence: Applicable Evasion and Recovery briefings/training that will prepare crewmembers for the possibility of evasion, captivity, and escape in hostile territory.

A2.5.3. Survival: Water/local area/combat survival training, to include applicable Escape and Evasion training and Resistance training.

A2.6. Crew Resource Management (CRM) Training. Pilots, FEs, and AGs will receive CRM training during formal school initial weapon system qualification courses. Crewmembers with formal school flight simulator availability will receive CRM principles and concepts during simulator refresher training. (Information covered in AFI 11-290, *Cockpit/Crew Resource Management Training Program* and MAJCOM supplements.)

A2.6.1. Crewmembers will receive recurring CRM training IAW AFI 11-290. Waiver authority for CRM training is OG/CC.

A2.6.2. Aircrew members will normally receive this training in conjunction with simulator refresher training.

A2.6.3. Document CRM training via ARMS.

A2.7. Flying Safety Training. Conducted by the wing/group flying safety office. Commanders or appropriate ANG and AFRC Ops Supervisors will ensure that any aircrew member not attending the training will read and sign-off the training notes.

A2.8. Ground Gunnery Training. Helicopter FEs and AGs assigned to aircraft equipped with weapons require ground gunnery training on each assigned gun system. Training will be unit developed from formal school materials or other available sources. Document training in ARMS for each type weapon assigned.

A2.9. Instrument Refresher Course (IRC). Guidance for development of unit IRC programs, including recommended topics and subject outlines, course length, and methods of instruction, is contained in AFI 11-210, *Instrument Refresher Course (IRC) Program*. IRC is accomplished according to AFI 11-202V2 and applicable MAJCOM supplements. The purpose of the IRC is to ensure pilots possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

A2.10. Intelligence Training. The intelligence-training program will be closely aligned with the unit weapons and tactics training program. The focus and extent of academic training will be determined by the OG/CC and will be aligned with projected wartime tasking, threats, and unit equipage. Supervisory personnel above squadron level maintaining mission qualification do not require this item. Use guidance contained in AFI 14-105 to develop and manage unit intelligence training programs. The OG/CC will determine pilot testing requirements for intelligence and Electronic Combat (EC) training. In addition to Threat Knowledge (TK), training will include (**NOTE:** Units may track each of the following events separately):

A2.10.1. Visual Recognition. Pilots, FEs, and AGs must be able to identify type of aircraft (rotary and fixed-wing) they are likely to encounter, to include variants (e.g. different aircraft configurations, recce variants of aircraft, paint schemes, etc.) from all aspects, determine whether the aircraft is threat or non-threat, and through major recognition features identify ground targets and major categories of naval vessels.

A2.10.2. Evasion and Recovery (E&R). E&R training will prepare crewmembers for the possibility of evasion, captivity and escape in hostile territory. May be completed in conjunction with CST.

A2.10.3. Collection and Reporting (C&R). C&R training will enable crewmembers to initiate aircrew-originated reports (In-flight Report (INFLTREP), Communication Instructions Reporting Vital Intelligence Sighting (CIRVIS), etc.) and will familiarize them with the information requirements of the intelligence-generated MISREP and Intelligence Report (INTREP).

A2.10.4. Current Intelligence. Current Intelligence is required and will cover significant military/political developments (including threat updates) in the squadrons mission areas of interest.

A2.10.5. Electronic Warfare (EW). Pilots will understand the procedures for recognizing, countering, and reporting meaconing, interference, jamming, and intrusion (MIJI) as required by AFI 10-707, *Spectrum Interference Resolution Program*, as supplemented. Supervisory personnel above squadron level maintaining mission qualification do not require this item.

A2.10.6. ISOPREP Review. Review of isolated personnel report according to AFDD 34, *Combat Search and Rescue Operations*. The purpose is to generate (if necessary), review, and ensure accuracy of aircrew isolated personnel reports. (AETC: Not required unless deploying in support of an operational contingency).

A2.11. Life Support Training:

A2.11.1. Combat Survival Training (CST) (SS02). Conduct IAW AFI 11-301 and as supplemented.

A2.11.2. Ground Egress Training (LL03 and LL05). Conduct IAW AFI 11-301 and as supplemented.

A2.11.3. Life Support Equipment (LSE) Training (SS01). Conduct IAW AFI 11-301 and as supplemented.

A2.11.4. Local Area Survival Training (SS01). Conduct IAW AFI 11-301 and as supplemented.

A2.11.5. Underwater Egress Training (UET) (SS30) and Helicopter Emergency Egress Device (HEED) (LS13). All pilots, flight engineers, aerial gunners and other personnel assigned or attached (flight surgeons, medical technicians, and dedicated crew chiefs) who perform frequent duties on over-water helicopter missions will attend initial AFCAT 36-2223, Course SV84A, UET and HEED training.

A2.11.6. HEED Video Review. All crewmembers in units with an over-water mission requirement will view "Seconds to Live" PIN #606040DF, and "HEED" PIN #802514DN.

A2.11.7. HEED Hands-On Training. All crewmembers in units with an over-water mission requirement will use the HEEDs bottle in a controlled water environment.

A2.11.7.1. Aircrew members, assigned or attached, who have not completed this training, are restricted from performing over-water flights beyond autorotative distance from land.

A2.11.7.2. Flight surgeons may fly operational life and death search and rescue missions without this training.

A2.11.8. Water Survival Training (SS05). Conduct IAW AFI 11-301 and as supplemented.

A2.12. Marshaling Examination. Marshaling exam will be accomplished IAW AFI 11-218, *Aircraft Operation and Movement on the Ground*. Marshaling examinations completed at a Formal Training Unit satisfies the 30-day requirement, if completed in conjunction with a PCS.

A2.13. NVG Academic Training. All NVG qualified crewmembers will accomplish NVG academic training. This training may be conducted in conjunction with annual CT Weapons/Tactics academic training or other recurring academic training. Units will develop a NVG academic training program, which is based on a review of initial NVG academic courseware; the content and extent of this review should be tailored to the HH-60's mission environment and is left to the discretion of the unit commander. Aircrew members overdue for NVG academic training are restricted from NVG flight until complete.

A2.13.1. At the discretion of the SQ/CC, viewing the Armstrong Labs videotapes: (1) *"Night Vision Goggle Training Series"*, and (2) *"NVG Adjustment Procedures (Anvis)"* may credit the NVG academic training requirement. The Night Vision Goggle Training Series six-segment video provides an excellent refresher on NVG use, limitations, lighting issues/compatibility, weather/environmental effects, and hazards/shortfalls of NVDs.

A2.13.2. Document NVG Academic Training in ARMS.

A2.13.3. **NOTE:** Units may obtain the above videos by calling Armstrong Labs (AL/HRA), DSN 474-6561.

A2.14. Personnel/Equipment Delivery (Parachute). Aircrew members (P/CP/FE/AG) required to perform personnel/equipment delivery will accomplish one-time familiarization training under the supervision of an instructor. Document this training in ARMS.

A2.15. Physiological Training. IAW AFI 11-403, *Aerospace Physiological Training Program*, and MAJCOM supplements.

A2.16. Pyrotechnic Training. Familiarization. All crewmembers will receive initial pyrotechnic familiarization training covering the types of pyrotechnics carried aboard unit equipped aircraft, loading characteristics in accordance with T.O.s 11A10-24-7, 11A10-25-7, and 11A10-26-7, and types of pyrotechnics required for a given mission.

A2.16.1. Conduct in-unit familiarization of new pyrotechnics received by the unit and for crewmembers who did not attend formal training. Commanders will select the most qualified instructor aircrew members to conduct the training. These instructors must be thoroughly familiar with AFOSH standards, TO 11A10-24-7, TO 11A10-25-7, TO 11A10-26-7, the formal school training syllabus, and the applicable operational procedures-series publications. Accomplish required flight training after ground familiarization.

A2.16.2. Document initial familiarization training as "Pyrotechnic Familiarization Training." Document subsequent familiarization training or training on new pyrotechnics by listing the type pyrotechnic (example--"Pyrotechnic Familiarization Training, M14 Grenade - Incendiary").

A2.16.3. Pyrotechnic Qualification Training. In addition to the familiarization training listed above, flight engineers and aerial gunners will receive initial qualification training. Qualification training will consist of the following:

A2.16.3.1. Ground storage.

A2.16.3.2. Aircraft storage.

A2.16.3.3. Vehicle loading.

A2.16.3.4. Aircraft loading restrictions.

A2.16.3.5. Manual launch procedures.

A2.16.4. Recurring Training. AFI 91-201, *Explosives Safety Standards*, outlines the requirement for personnel who come in direct contact with explosives, such as pyrotechnics, to receive annual training. This training will include a discussion of the unit explosive safety operating instruction and will apply to all helicopter flight engineers and aerial gunners.

A2.17. Simulator Refresher Course. Pilots and FEs must complete the simulator refresher course periodically. Do not exceed 17 months (to the end of the month) between simulator refresher course, or after initial qualification/re-qualification. Document completion in ARMS.

A2.17.1. Schedule Eligibility:

A2.17.1.1. Overseas units may establish due dates on an individual basis, based on the date last attended not to exceed 18 months.

A2.17.1.2. Pilots and flight engineers should complete the simulator refresher course during the last six months prior to their due date.

A2.17.1.3. ANG and AFRC units are required to complete simulator refresher training every two years.

A2.17.2. Exceptions to the Refresher Course:

A2.17.2.1. Simulator refresher training will not be required for those crewmembers who will not be flying the same or similar aircraft beyond four months after their due date.

A2.17.2.2. Crewmembers who are initially qualified or requalified in-unit and do not complete a simulator course as part of the training must attend a simulator refresher course during their next eligibility period. Their eligibility for simulator refresher training will commence upon starting IQT and they will attend training during their next eligibility period.

A2.17.2.3. (AETC) Simulator refresher instructors are exempt from refresher academics provided they have instructed at least 20 hours of academics (covering all simulator academic events) during the normal eligibility period. They must however accomplish the simulator flying sorties.

A2.18. Situational Emergency Procedures Training (SEPT). SEPT is not an evaluation, but a review of abnormal/EPs and aircraft systems operations/limitations during realistic scenarios. Any crewmember should present a situation and the crew/crewmember discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. Incorporate the following elements into squadron SEPT programs:

A2.18.1. Critical action procedures (if applicable) and squadron special interest items should be emphasized.

A2.18.2. Develop SEPT scenarios using H-60 mishaps/incidents as baseline cases.

A2.18.3. Crewmembers may complete SEPT on an EP sortie through an aircraft system presentation with a comprehensive discussion of the associated EPs.

A2.18.4. (AETC) 58 SOW crewmembers may complete this requirement on a student profile through an aircraft system presentation with a comprehensive discussion of the associated EPs.

A2.19. Small Arms Training. Crewmembers will maintain qualification on all unit assigned small arms. Training will be according to AFI 36-2226, *Combat Arms Program*, and AFI 31-207, *Arming and Use of Force by Air Force Personnel*, and MAJCOM guidance.

A2.19.1. FEs and AGs are considered Group B for handgun training and Pilots are considered Group C. FEs, AGs, and Pilots are considered Group C for rifle training. Therefore, FEs and AGs will complete handgun (M-9) recurring qualification training yearly and recurring rifle (M-16/GAU-5) training

every two years. Pilots will complete recurring handgun (M-9) and rifle (M-16/GAU-5) training every two years.

A2.20. US/Russia Prevention of Dangerous Military Activities. Conducted to ensure that all mission-ready aircrew members are familiar with the agreement and the implementing provisions contained in CJCSI 2311.01. Training requires review of the "Procedures for the Prevention of Dangerous Military Activities Between the US and Russia" section of the Flight Information Handbook.

A2.21. Verification Training. Designed to incorporate all wartime related aircrew-training events and provide the experience necessary to plan for the unit's wartime mission. Unit Weapons and Tactics officer will establish a training program to support initial and CT requirements. [Table 3.2.](#) contains the suggested areas to be included in the academic training courseware.

A2.21.1. Initial Verification Training will be completed within 120 days (ANG and AFRC 180 days) of being certified CMR or the crewmember will be regressed to N-CMR status until training is accomplished.

A2.21.2. Theater Training is one unit of instruction within verification training. Complete appropriate theater training before operating in deployed overseas locations. Should contingencies preclude theater training before deployment, orientation-training packages will be deployed with the crews.

A2.21.3. Continuation verification updates crewmembers on their squadron's wartime mission. Each crewmember will participate in a squadron initial/CT verification every 18 months as a briefer or seminar participant. Crewmembers who participate in a unit deployment or exercise to a Designed Operational Capability (DOC) tasked theater of operations may receive credit for continuation verification.

A2.21.4. BMC crewmembers may accomplish an initial verification and/or participate in CT verifications to facilitate future upgrade to CMR status, at the discretion of the SQ/CC.

A2.22. Weapons/Tactics Academic Training. Unit Weapons and Tactics officers will establish a weapons/tactics academic training program to satisfy MQT and CT requirements.

A2.22.1. Academic instructors should be USAFWS/WSR graduates.

A2.22.2. Training requires successful completion of an examination (85 percent minimum to pass). Use testing to the maximum extent possible to validate qualification level. Aircrew members that fail this examination will be brought to the attention of the SQ/CC, given additional training, and be required to pass another examination. Audiovisual programs may be used in place of or in conjunction with academic instruction.

A2.22.3. Instruction and tests may be classified and should include information from AFTTP 3-1, Volumes 1, 2, and 24. Topics will include but are not limited to:

A2.22.3.1. Alert and scramble procedures, formations, terminal operations, enemy capabilities, mission execution, use of airborne command and control assets, **On-Scene Commander duties**, and all possible "Sandy" MDS capabilities.

A2.22.3.2. Electronic combat equipment capabilities, operation, checks, procedures, and hostile Electronic Countermeasures (ECM)/friendly Electronic Counter Countermeasures (ECCM) tactics.

A2.22.4. Evasive maneuvering, authentication procedures, all levels of ROE, and safe passage.

Attachment 3

FLYING TRAINING REQUIREMENTS DESCRIPTIONS

A3.1. General. NVG-qualified crewmembers qualified in NVG operational missions/events do not require currency in same type unaided missions.

A3.2. AHC Sortie (P/FE/AG). Minimum requirements to credit an Aircraft Handling Characteristics (AHC) Sortie: Energy Management, Vertical Maneuvering, Horizontal Maneuvering, Advanced Handling Maneuvers, Low-Level Operations, and Specific Excess Energy Maneuvering. Accomplish IAW AFTTP 3-3V24, *Combat Aircraft Fundamentals--HH-60G*. The supervised AHC sortie requirement is to ensure continuity and standardization of training, and will be accomplished during day VMC when an instructor pilot is in command and at a set of controls.

A3.3. AIE (FE/AG). Alternate Insertion or Extraction (AIE) methods are defined as: hoist (FE only), rappel, fast rope, rope ladder, and swimmer deployment (low and slow). Actual deployment/recovery of personnel is not required, but desired. FEs/AGs will accomplish at least one of each AIE method.

A3.4. Air Refueling (Day/NVG) (P/FE/AG). Pilot minimum requirements to credit an Air Refueling Event: Rendezvous, Join-up, Contact (Left and Right), and Crossover. Use of light signals is desired. FE minimum requirements: Rendezvous, Join-up, Contact Left and Crossover. AG minimum: Rendezvous, Join-up, and Crossover.

A3.4.1. If unable to make left or right contacts due to equipment malfunctions, or environmental conditions, multiple single hose contacts and crossover may credit an Air Refueling event.

A3.4.2. Copilots may log currency with an AC while performing copilot duties. Copilots qualified to perform contacts and certified IAW AFI 11-2HH-60V1 do not require instructor pilot supervision. Copilots will maintain plug currency.

A3.4.3. During CSARTF or Operational Rescue Mission sorties, contacts on only one hose is required. Crossover is not required.

A3.5. Air Refueling Plug (Day/NVG) (Copilot). Minimum requirements to credit an Air Refueling Plug Event: Contact (Left and Right). Use of light signals is desired.

A3.5.1. If unable to make left or right contacts due to equipment malfunctions, multiple single hose contacts and crossover may credit an Air Refueling event.

A3.5.2. During CSARTF or Operational Rescue Mission sorties, contacts on only one hose is required. Crossover is not required.

A3.6. Cargo Sling (P/FE). Crewmembers certified in this event must accomplish verbal directions, hookup, pattern, and release.

A3.7. CDTQT (P/FE/AG). Refer to **paragraph 3.5.** for initial and continuation training CDTQT description/requirements.

A3.8. Chaff/Flare Event (P/FE/AG). In-flight dispensing of chaff/self-protection flares during a tactical mission profile in response to an actual or simulated threat. Event requires actual release and is limited to logging of one event per sortie. **NOTE:** Only required for FE/AG in Self-Protection System (SPS) and Block-152 modified aircraft.

A3.9. Combat Skills Sortie (P/FE/AG). Log a Combat Skills Sortie (CSS) when:

A3.9.1. A Chaff/Flare event is accomplished in response to threat identification and reaction to threat emitters

A3.9.2. Any combination of two or more of the following event types are accomplished: Low-level operations, CDTQT, Water Operations, Tactical Formation, Air Refueling, Terminal Ops, Gunnery.

A3.10. CSARTF Training Sortie (P/FE/AG). A multi-ship low-level operation using procedures contained in AFTTP 3-1V24, Chapters 6 and 7, that includes mission planning, prebriefing with CSARTF assets (face-to-face, desired), flying, and debriefing. As a minimum the sortie will include command and control, communications, threat reactions, CSARTF procedures to include simulated/live weapons employment, and survivor location, authentication, and recovery.

A3.11. Contact Sortie (P). Minimum requirements to credit a contact sortie are: Maximum Performance Takeoff, Marginal Power (Level Acceleration) Takeoff, Normal Approach/Landing, and Steep Approach to a Touchdown.

A3.12. Day Water Operations (P/FE/AG). Accomplish day pattern and AIE. Use of pyrotechnics/sea dye marker is desired.

A3.13. Demanding Sortie (P/FE/AG). A demanding sortie is defined as a sortie, which may tax an aircrew beyond their capability after an extended non-flying period. Accomplishment of any type sortie updates demanding sortie currency.

A3.13.1. Demanding sorties/events include: Tactical Mission Sortie, NVG Water Operations, NVG Air Refueling, Night Sortie, AHC Sortie, Student Profile Sortie, Flight in Instrument Meteorological Conditions (IMC), or any sortie where instructor duties are performed.

A3.13.2. SQ/CCs may add sorties/events to the demanding list, depending on unit tasking and the individual's capabilities.

A3.13.3. If a pilot/copilot flight engineer, or aerial gunner has not flown any sortie within the last 30 calendar days, they must fly a non-demanding sortie or any sortie under the direct supervision of an instructor in the same crew position prior to flying a demanding sortie. A non-demanding sortie allows aircrew the opportunity to regain flying proficiency after an extended non-flying period.

A3.13.4. Non-demanding sorties/events include: Instrument Approaches (VMC), Contact Sortie, Day Remote Operations, Cargo Sling, Supervised EPs, Day Air Refueling, and Day Water Operations.

A3.14. Emergency Procedures (EP) Sortie (P/FE). Minimum requirements to credit an EP sortie are:

A3.14.1. Review of Bold Face procedures.

A3.14.2. Autorotations (Pilot, a minimum of one turning and one straight ahead; FE, one Auto).

A3.14.3. Simulated single engine approach and landing.

A3.14.4. Stabilator malfunction.

A3.14.5. SAS and boost off approach and landing.

A3.14.6. ECU/DEC malfunction.

A3.15. Formation (Day/NVG) (P/FE/AG). Minimum requirements to credit a Formation Event: Low-Level Operations (if tactical qualified), Lead and Wing Procedures, Join-up, and Takeoff/Approach/Landing. Desired: Threat identification and reaction, Lost Wingman Procedures. Flight Engineers/ Aerial Gunners are not required Lead and Wing Procedures and Join-up.

A3.16. Gunnery (FE/AG). Gun system employment (live/blank ammo) during Tactical Mission operations is desired. **NOTE:** AETC Formal School FE/AG gunnery currency may be credited by either flying a student profile or proficiency sortie.

A3.17. HAVE QUICK Event (P). The practice of loading the combat or MAJCOM HAVE QUICK training net WOD, worldwide TOD, and successful communications in the active mode. During extended missions, the TOD should be updated from a worldwide master clock if available. Only one event may be logged per sortie.

A3.18. Instrument Approach (P). Either a precision or non-precision instrument approach is required.

A3.19. Low Level Operations (P/FE/AG). Requirements for Low Level operations are a navigation-training route with a minimum of 3 turn points.

A3.20. NVG Low Level Operations (P/FE/AG). Same as Low Level Operations except on NVGs.

A3.21. NVG Sortie (P/FE/AG). An NVG sortie requires: mission planning and takeoff/approach/landing using NVGs. AIEs are desired. Tactical NVG Sorties will be flown IAW AFI 11-2HH-60V3.

A3.22. NVG Water Operations (P/FE/AG). NVG water operations require: NVG water operations pattern and AIE. Open-ocean NVG water operations are desired.

A3.22.1. Copilots may log currency with an AC while performing copilot duties. Copilots may maneuver the aircraft during emergencies or in the pattern (at or above 100 feet AWL) to relieve the AC.

A3.22.2. Copilots flying NVG water operations under supervision of a qualified instructor pilot at a set of controls may fly full patterns to include approaches and hover operations.

A3.23. Proficiency Profile (AETC) (P/FE/AG). (Ideally, 1 1/2 hours) Designed to permit instructors and flight examiners sufficient time to maintain their own proficiency without instructing students. Pilots may credit a proficiency profile if both pilots are qualified in the appropriate aircraft. Flight engineers may credit a proficiency profile provided they are not instructing students. The goal is one sortie per quarter per crewmember.

A3.24. Ready Aircrew Program (RAP) Sortie (P/FE/AG). RAP sorties are used for tracking sortie lookback. Aircrew members may log a RAP sortie whenever they fly a Tactical sortie (day or night), a CSARTF sortie, or a Combat Skills Sortie (CSS).

A3.25. Remote Operations (P/FE). Accomplish SAR mission planning, navigation route, Site Evaluation, remote landing/takeoff, simulated maximum power and AIEs. Desired events: Pinnacle/ridgeline landing, search pattern, slope landing, and use of pyrotechnics. Not required for BMC/CMR crewmembers current for tactical missions. For non-tactical BMC crewmembers, two remotes will be completed on NVGs.

A3.26. Sortie (P/FE/AG). Crewmembers may credit a sortie in conjunction with any type mission sortie actually flown. Log sorties on local or operational missions that include appropriate pre-mission planning, preflight according to flight publications, preparation of performance, takeoff and landing data, weather and crew or passenger briefings, flight plan filing, and post-mission procedures. Pilots/copilots must complete a takeoff, approach, and landing to credit a sortie. Two crewmembers may log a sortie on the same sortie if the requirements of a sortie are met.

A3.27. Student Profile (AETC) (P/FE/AG). Any simulator or aircraft lesson that satisfies requirements of a formal syllabus on instruction. More than one student profile may be logged on one simulator or aircraft sortie, up to the number of students trained by the instructor. No more than 50% of the requirements may be accomplished in the simulator. The goal is six profiles per quarter per instructor. This is a goal, not a requirement.

A3.28. Tactical Mission (Day/NVG) (P/FE/AG). Tactical missions should be a combat scenario profile that relates to the requirements of the unit's DOC statement. Minimum requirements to credit Tactical Mission are: Intel Scenario, Combat Mission Planning, Low-Level Operations, Threat Identification and Reactions, Tactical Approach/Landing/Takeoff, and Authentication Procedures/ time over target (TOT) Management. Desired events: Have Quick (pilots only), Secure Voice, Gunnery (FE/AG only), and actual AIE employment.

A3.29. Secure Voice (P). Accomplish communication with secure radio(s) during a tactical mission (actual or simulated) or combat skills training sortie. Event requires actual (not simulated) secure communications with another aircraft or ground station, and is limited to logging of one event per sortie.

Attachment 4

AIRCREW TRAINING DOCUMENTATION

A4.1. General Information. This attachment provides guidelines on proper training documentation. Instructions are provided for AF Form 4022, *Aircrew Training Folder*; AF Form 4023, *Aircrew Training Progress Report*; AF Form 4024, *Training Accomplishment Report*; and AF Form 4025, *Summary and Close-out Report*. Dispose of records in accordance with AFMAN 37-139.

A4.1.1. Initiate a training folder, (AF Form 4022 or appropriate folder), IAW **paragraph 1.8.1.6.**

A4.1.2. Formal schools will send AF Form 4022 or appropriate training folder with all training records to the trainee's gaining unit. Squadron commanders will review formal school training records and enter appropriate comments on the Training Guide Progress Record or AF Form 4023.

A4.1.3. Squadrons will maintain the training folders for their personnel in a location readily accessible to instructors and supervisory personnel. The trainee may review his or her folder at any time.

A4.1.4. The instructor or trainer will review the training folder, to include AF Forms 4023 and 4024 prior to all training periods. Those areas not previously accomplished or those, in which aircrew members require additional training, will be noted for possible inclusion during the current training period. Operations officers will review active training folders quarterly, and flight commanders or squadron training representatives will conduct a monthly review. Monthly and quarterly reviews will be annotated on AF Form 4023 or in the training guide.

A4.1.5. Upon completion of training, place the summary/closeout report (AF Form 4025) in the individual's permanent training folder, as specified in MAJCOM supplement. Refer to AFMAN 37-139 for further guidance. Do not insert AF Forms 4022, 4023, or 4024 or training guides into FEFs.

A4.1.6. For purposes of training documentation, classroom only training conducted at the unit should be identified as Academic Training (AT). Ground Training (GT) will be considered all training conducted outside the classroom not associated with a flight or artificial training device.

A4.2. Instructions for AF Form 4022 (if used). This form is a folder constructed of hard stock paper. The inside covers have tables for documenting training. AF Forms 4023, 4024, and 4025 and additional information (waivers, memorandums, etc.) will be attached through the centered holes of the folder. Training guides will be placed inside the folder. The form is available through the Air Force Publications Distribution System IAW AFI 37-161, *Distribution Management*. Comply with the following when documenting aircrew training on the form. **NOTE:** Formal school instructors using ATS courseware are not required to complete the following sections of the AF Form 4022: ground training summary, written evaluations, and flying training summary if this information is tracked by other means and sent to the gaining unit with AF Form 4022.

A4.2.1. Trainee Information (cover): Provides trainee and course information.

A4.2.1.1. Name and Grade. Self-explanatory.

A4.2.1.2. Crew Position. Self-explanatory (For crewmembers in an upgrade program, enter the crew position to which they are upgrading).

A4.2.1.3. Unit of Assignment. Self-explanatory.

A4.2.1.4. Type of Training. Enter formal course title or, for special mission qualification, enter type, e.g. FCF. For other types of training, enter a descriptive identifier.

A4.2.1.5. Class Number. Enter formal school class number; otherwise, leave blank.

A4.2.1.6. Course Number: Enter only the AFCAT 36-2223 formal course number (otherwise, leave blank).

A4.2.2. Ground Training Summary (inside left). (This section provides a chronological record of ground training events). Record nonflying training events. Entries are required for CTD, SIM, OFT, PTT, CPT, WST, GT. Entries are required for in unit academic instruction conducted according to formal school courseware. Classroom academic training will be identified as AT. Units will not record academic training on the AF Form 4022 summary (even though it appears on the AF Form 4022 as a training period designator).

A4.2.2.1. Date. Self-explanatory.

A4.2.2.2. Training Period. Enter sequentially numbered training period designators, e.g. "CPT-1," "WST-2," "GT-3," etc., or specific course identifier.

A4.2.2.3. Status. Enter incomplete (INC) and the reason, e.g. "INC-MX" (maintenance) or "INC-PRO" (trainee proficiency) when an additional training period, over those remaining, will be required to accomplish the lost training events originally scheduled for that training period; otherwise, leave blank.

A4.2.2.4. Instructor or Trainer (Qualification). Enter the name of the instructor or trainer and aircrew qualification, e.g. AC, and IP.

A4.2.2.5. Training Time. Self-explanatory. Do not include time normally associated with pre-briefing and debriefing.

A4.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators, if required.

A4.2.4. Written Evaluations. If applicable and desired, record data for the in-flight evaluation required to complete the training program.

A4.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A4.2.4.2. Type. Enter the AFI 11-2MDSV2 description or other appropriate identifier.

A4.2.4.3. Grade. Enter according to AFI 11-2MDSV2.

A4.2.5. Performance Evaluation Summary. Record data on required evaluations including re-evaluations (if applicable).

A4.2.5.1. Date Recommended. Enter the date recommended for a performance evaluation (CPT, WST, or flight).

A4.2.5.2. Type Evaluation. Enter AFI 11-2MDSV2 evaluation description or other appropriate identifier.

A4.2.5.3. Instructor (Qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

A4.2.5.4. Operations Review. With the initials of the reviewer, indicate a records review has been accomplished following recommendation for an evaluation. **NOTE:** Flight commanders or supervisors will accomplish reviews during formal training courses. Squadron commanders or operations officers are required to accomplish reviews prior to flight evaluations.

A4.2.5.5. Date Evaluated. Enter the date the evaluation was completed.

A4.2.5.6. Evaluator. Self-explanatory.

A4.2.5.7. Grade. Enter according to AFI 11-2MDSV2.

A4.2.6. Flying Training Summary. This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (WX) or maintenance (MX).

A4.2.6.1. Date. Self-explanatory. On operational missions, enter inclusive dates, e.g., 28 Jul – 7 Aug 95.

A4.2.6.2. Training Period. Enter sequentially numbered training period designators, e.g. "S-1," "AD-1," "O-2," etc.

A4.2.6.3. Status. Enter "INC" and reasons, "WX," "MX," or "PRO" when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A4.2.6.4. Instructor (Qualification). Enter the name and aircrew qualification of the instructor.

A4.2.6.5. Mission Time. Enter the total flight-time of the training or operational mission in the top half of the block. If documentation of seat-time is required, enter the flight-time the trainee was actually in the seat in the lower half of the block.

A4.2.6.6. Cumulative Time. Use this block to enter the individual's total cumulative flight-time in the specific training course. Enter total cumulative flight-time in the top half of the block and, if required, the total cumulative seat-time in the lower half of the block.

A4.2.7. Performance and Knowledge Standards (For use with AF Form 4024, see [paragraph A4.4.11.](#)).

A4.2.8. Grading Codes (For use with AF Form 4024, see [paragraph A4.4.8.](#)).

A4.3. Instructions for the AF Form 4023, Aircrew Training Progress Report: This form provides a narrative description of training missions and is used for documenting operations review of training progress. File AF Forms 4023 in order with the most recent flight on top. **NOTE:** A training guide may be used in place of AF Form 4023 to record training. The AF Form 4023 may be used for ATS and formal school courses at their discretion. If additional forms are needed, see AFI 37-160V8 for guidance.

A4.3.1. Training Period and Date (Item 1). Training period is either ground, simulator, or flight, i.e. AT-1, GT-1, SIM-3, S-4, etc. Also, annotate the date the training occurred.

A4.3.2. AT, GT, FLY, and ATD (Items 2, 4, and 6). Annotate time allocated for training and keep a running total (Items 3, 5 and 7) by adding previous totals to current training period time. Classroom academic training periods will be annotated as AT and tabulated under the ground training block.

A4.3.3. Total Training Time (Item 8). Keep a running total of all training time (add Items 3, 5, and 7).

A4.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario. Local over-prints are authorized. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be specific and include tasks requiring further training and the type of training required. If more space is required for annotating remarks, draw vertical arrows through sortie information heading section (Items 1 through 8) of following block or form and continue remarks.

A4.3.4.1. Operations Review. In addition to reviewing all AF Form 4023 entries, the flight commander or squadron-training representative will conduct a monthly review of active status AF Forms 4022. The squadron commander or operations officer will review active status AF Forms 4022 at least once each quarter. Document reviews on an AF Form 4023. The reviewer will annotate "monthly review" or "quarterly review," as applicable, in the training period block. Write comments concerning the trainee's progress, status, or recommendations in the mission profile, comments, and recommendations block.

A4.3.4.2. Monthly reviews are not required for formal school courses except in documented cases of unsatisfactory progress. ATS personnel will review the student's records and ensure all required training is completed prior to entering flight training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A4.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their rank and crew qualification.

A4.3.6. Students Block (Item 11). Students will print and sign their name.

A4.3.7. Reviewer Block (Item 12). For monthly and quarterly reviews, squadron commanders, operations officers, or flight commanders will print and sign their name and indicate their position. Flight commanders may use their initials in the review block after reviewing individual AAF Form 4023 entries.

A4.3.8. AF Form 4023 will be completed and reviewed by the student prior to his or her next training period.

A4.4. Instructions for the AF Form 4024, Aircrew Training Accomplishment Report. This form tracks, for each sortie, individual event and task accomplishment and grades. Units will overprint event and task listings, total number of repetitions required, and the RPL for each event and task. Use separate AF Forms 4024 for simulator and flight training. Maintain AF Forms 4024 on the right side of AF Form 4022. **NOTE:** The AF Form 4024 may be used for ATS and formal school courses at their discretion. If additional forms are needed, see AFI 37-160V8 for guidance.

A4.4.1. Name. Self-explanatory.

A4.4.2. Crew Position. Self-explanatory.

A4.4.3. Course or Phase of Training. Enter the ETCA formal course identifier, e.g. C5P. For special mission qualification, enter the type and identify the method of training, e.g. WST training, flying training, etc.

A4.4.4. Sortie. Enter sortie number e.g., S-1, S-2, CPT-1, etc.

A4.4.5. Date.

A4.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A4.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A4.4.8. Grade. Enter a "B", "F", "P", "S," or "U" as appropriate.

A4.4.8.1. "I"– Item must be accomplished once by the crewmember, but does not require proficiency.

A4.4.8.2. "B"– Briefing item only.

A4.4.8.3. "F"– Familiarization item; proficiency is not required. The operations group commander or equivalent operations function will determine whether "F" items are completed by briefing, demonstration, observation, or actual accomplishment.

A4.4.8.4. "P"– Proficient; crewmember has achieved the required proficiency level.

A4.4.8.5. "S"– Satisfactory; crewmember has not achieved the required proficiency level but progress is satisfactory.

A4.4.8.6. "U"– Unsatisfactory; crewmember was previously proficient, but has regressed or progress is unsatisfactory. **NOTE:** Once a crewmember has received "P" for an event, the only subsequent grade allowed is either "P" or "U." Any event graded "U" must have an associated remark on AF Form 4023.

A4.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the course syllabus.

A4.4.10. Total Number Accomplished. Total of the number of repetitions actually accomplished.

A4.4.11. Required Proficiency Level (RPL). RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crewmember must achieve. In addition, each event and task may have (optional) a knowledge standard designated and used in the same manner as a performance standard. The standards for specific events are either listed in the applicable master task list (MTL) and evaluation standards document (ESD) for each weapon system or identified in the specific AFI 11-MDS volume. For those weapons systems that do not have any RPL listing, all events will have an RPL of "3" for performance and "C" for knowledge (if knowledge standards are used in addition to performance standards). **EXCEPTION:** One-time events required for familiarization and not listed in the MTL and ESD or specific AFI 11-MDS volume will not have performance and knowledge standard assigned. Performance and knowledge standards follow:

Table A4.1. Event and Task Performance Standards.

Code	Performance is:	Definition:
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For copilots, proficiency may involve actual aircraft control or copilot duties only. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.
Event and Task Knowledge Standard		
Code	Knowledge of:	Definition:
A	Facts and Nomenclature	Individual can identify basic facts and terms about the subject and when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and when used with a performance code, can determine step-by-step procedures for sets of activities.
C	Analysis, and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and when used with a performance code, can describe why and when each activity must be done and tell others how to accomplish activities.
D	Evaluation and Complete Theory	Individual can evaluate conditions and create new rules or concepts about the subject and when used with a performance code, can inspect, weigh, and design solutions related to the theory involved with activities.

A4.5. Instructions for the AF Form 4025, Aircrew Summary and Closeout Report:

A4.5.1. For each formal training program, a summary and closeout report will be completed detailing the individual's strengths, weaknesses, overall performance, and other pertinent information.

A4.5.2. Squadron commanders, operations officers and flight commanders will ensure the comments on this form do not reflect personnel opinions or biases. All comments must be supported by information contained in the AF Forms 4023, or AF Forms 4024, as applicable. At formal schools, the instructor will accomplish the AF Form 4025 and the squadron commander's signature is optional.

Attachment 5**TRAINING SHORTFALL REPORT (FORMAT)**

MEMORANDUM FOR MAJCOM/DOT

SUBJECT: SQ Training Shortfalls

FROM:

1. TRAINING SHORTFALLS (Training events not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force.)

EVENT/SORTIE- PERCENT OF CMR/BMC CREWS (BY CREW POSITION) AFFECTED

- SPECIFIC REASON FOR SHORTFALL

- CORRECTIVE ACTION (IF ANY)

- LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system.)

3. IN-UNIT TRAINING TABLE (Indicate the number and percent of authorized, by crew position, of crewmembers in a formal training programs being conducted in-unit).

IN-UNIT TRAINING						
	Pilot		Flight Engineer		Aerial Gunner	
	NUM	%	NUM	%	NUM	%
Unqualified Awaiting Training						
IQT						
MQT						
Aircraft Commander Upgrade			N/A		N/A	
Flight Lead Upgrade			N/A		N/A	
Instructor Upgrade						
NVG Water Operations						

1 ST Ind, OG/CC

TO: HQ MAJCOM/DOT